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NOISE ABATEMENT TEAM
OFFICE OF ENVIRONMENTAL DESIGN
ELECTED OFFICIALS' CORRESPONDENCE

A - Z

2005

JANUARY THRU DECEMBER

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Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*



Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

November 10, 2005

The Honorable Jon S. Cardin
Maryland House of Delegates
304 Lowe House Office Building
6 Bladen Street
Annapolis MD 21401-1991

Dear Delegate Cardin:

The State Highway Administration (SHA) will conduct an informational meeting for the Woodholme Avenue community regarding the sound barrier project along the ramp from southbound Reisterstown Road (MD 140) to southbound I-695 in Baltimore County. The meeting is scheduled for Tuesday, November 15, 2005, from 7 to 9 p.m., in the Woodholme Elementary School, 300 Mount Wilson Lane, Pikesville, Maryland. Before the meeting, displays will be available for viewing from 6:30 to 7 p.m. There will be signs in the building directing you to the meeting location.

The purpose of the meeting is to discuss the proposed sound barrier for the community and to seek concurrence on the construction of the barrier from at least 75 percent of the impacted property owners that would benefit from the barriers. We will distribute vote cards at the meeting to impacted homeowners. Impacted property owners who are eligible to vote are those whose homes experience existing highway noise levels of 66 decibels or greater.

Property owners who are unable to attend this meeting will receive a summary of the meeting and copies of all materials distributed at the meeting approximately seven to ten days following the meeting. Voting cards will also be included for impacted property owners who are unable to attend the meeting.

My telephone number/toll-free number is 410-545-0400 or 1-800-206-0770

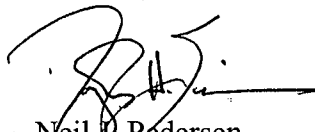
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410.545.0300 • www.marylandroads.com

The Honorable Jon S. Cardin
Page Two

Your attendance at this meeting would be appreciated. If you have any questions or concerns before the meeting, please do not hesitate to contact Mr. James D. Hade, SHA's Noise Abatement Team Leader of the Office of Environmental Design, at 410-545-8599 or 1-800-446-5962 or, by e-mail, at jhade@sha.state.md.us. Mr. Hade will be pleased to assist you.

Sincerely,



For Neil J. Pedersen
Administrator

cc: Mr. Charles B. Adams, Director, Office of Environmental Design, State Highway
Administration
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Mr. David J. Malkowski, District Engineer, State Highway Administration

The Honorable Jon S. Cardin
Page Three

bcc: Ms. Valerie Burnette Edgar, Director of Communications, State Highway Administration
Mr. Steven L. Kreseski, Chief of Staff, Office of the Governor
Mr. David Marks, Chief of Staff, Maryland Department of Transportation
Mr. Edward Miller, Deputy Chief of Staff, Office of the Governor
Ms. Nicole Tyler, Special Assistant to the Director, Office of Environmental Design,
State Highway Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of
Transportation
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, State Highway
Administration
Mr. Douglas H. Simmons, Deputy Administrator for Planning and Engineering, State
Highway Administration
Ms. Linda I. Singer, Legislative Manager, State Highway Administration
Ms. Frances Ward, Community Liaison, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 259 (Mr. Richard Rynd); 1035 (Mr. and Mrs. Edward M. Miller); 1689 (Ms. Dolores King); 2328 (Mr. and Mrs. Randal D. Getz)

Responding to letter dated: Invitation to SHA-hosted community informational meeting scheduled for 11-15-2005 at the Woodholme Elementary School, 300 Mount Wilson Lane, Pikesville, MD

Saved: 10/31/05 10:57 AM by: T.E. Severe

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Maryland Department of Transportation
The Secretary's Office

Robert L. Ehrlich, Jr.
Governor

Michael S. Steele
Lt. Governor

Robert L. Flanagan
Secretary

James F. Ports, Jr.
Deputy Secretary

August 24, 2005

The Honorable Elijah E. Cummings
Congress of the United States
House of Representatives
Symphony Center
Suite 105
1010 Park Avenue
Baltimore, Maryland 21201-5637

Dear Congressman Cummings:

Thank you for your letter to me and your earlier letter to Mr. James Hade, the State Highway Administration's (SHA) Noise Abatement Team Leader, on behalf of your constituent, Mr. Julius Uwansc, Coordinator of Neighborhood Against Highway Noise, 6829 Richardson Road, Gwynn Oak, Maryland. Mr. Uwansc is concerned about a sound barrier for the Featherbed Park community, which is located along the inner loop of I-695, north of Dogwood Road in Baltimore County. I appreciate the opportunity to respond.

The State Highway Administration considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. We do so to comply with laws that were passed in the 1970s that require the evaluation of a range of environmental impacts, including noise. Under these laws, SHA performs an environmental analysis to determine if future noise levels will equal or exceed the impact threshold of 66 decibels and, if so, whether those levels can be reduced for a reasonable cost.

The Baltimore Beltway (I-695), in the vicinity of the Featherbed Park community, was opened in 1962 with two lanes in each direction. In 1966, a third lane was added in the median in both directions. In 1977, a fourth lane was added in the median in both directions. The original highway and the subsequent lane additions were designed and constructed before the study of environmental impacts became part of the highway-development process, as described above. Type I assessments are made for future highway improvement projects only and are not retroactively applied.

My telephone number is 410-865-1000
Toll Free Number 1-888-713-1414 TTY User Call Via MD Relay
7201 Corporate Center Drive, Hanover, Maryland 21076

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The Honorable Elijah E. Cummings
Page Two

When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—communities may be considered for our “Type II,” or “retrofit,” sound barrier program. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway-development process. A number of criteria must be met for a Type II barrier to be approved. The first criterion that must be met is that the majority of the impacted homes must predate the original construction of the highway. If they do not, then we cannot consider this community for our program. This is the case with the Featherbed Park and Mahogany Park communities. Our records indicate that the majority of the homes in the Featherbed Park community were built between 1968 and 1970, after the 1962 opening of I-695, and that construction on Mahogany Park began in 2002. Based on this information, the Featherbed Park and Mahogany Park communities are not eligible for our Type II sound barrier program.

On October 17, 2001, the State Highway Administration (SHA) was invited to the Featherbed/ Windsor Mill Community Association, Inc. meeting to discuss noise abatement eligibility in light of the new in-fill development (Mahogany Park) between the Featherbed Park community and the area just south of Windsor Mill Road that SHA has designated “Greenlawn-Windsor Park.” In early 2000, the Greenlawn-Windsor Park area was found to be eligible for a Type II sound barrier under the State’s Sound Barrier Program.

At that meeting, it was requested that SHA reevaluate the Featherbed Park community for noise abatement. The SHA had previously analyzed the Featherbed Park area (just south of Mahogany Park) and found that the majority of the homes there postdate I-695 and that a majority of the homes adjacent to the highway along Lenbern and Richardson Roads were built between 1966 and 1970. The homes in Mahogany Park (also Richardson and Rona Roads) were constructed beginning in 2002.

A portion of the northernmost part of the greater Gwynn Oak community, including predating homes on Windsor Mill Road, Arlene Circle, Greenlawn Road, Meadowlawn Road and some homes on the older part of Rona Road, are eligible for Type II noise abatement. Baltimore County has recently recommitted funding, and we are currently evaluating when that barrier can be built.

The Honorable Elijah E. Cummings
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You had asked us to reconsider this neighborhood's request for a sound barrier based on its proximity to the beltway. The State uses Federal Aid funds for the construction of Type II sound barriers. Use of these funds is reserved for communities that predate the construction of the highway [CFR 772:13(b)]. Were the State to consider funding barriers for communities that were constructed after the adjacent highway without Federal Aid, the State would be under an obligation to give equal consideration to all similar requests. Across the State, the list of communities that were constructed after adjacent highways and that have made similar requests is numerous. To satisfy all of their demands could cost the State hundreds of millions of dollars. As it is, even with 20 percent county participation, we have not been able to fund barriers for all of the communities that do meet the existing eligibility criteria.

Thank you again for your letter and your continuing interest in the State's Sound Barrier Program. If you have any further questions or comments, please do not hesitate to contact Mr. Charles B. Adams, Director of Environmental Design, SHA at 410-545-8640, 800-446-5962 or via email at cadams@sha.state.md.us. SHA will be pleased to assist you. Of course, you should never hesitate to contact me directly, if you prefer.

Sincerely,



Robert L. Flanagan
Secretary

cc: Mr. Charles B. Adams, Director of Environmental Design, SHA
James D. Hade, RLA, Noise Abatement Team Leader, SHA
Mr. Neil J. Pedersen, Administrator, SHA
Mr. Julius Uwansc

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The Honorable Elijah E. Cummings
Page Four

bcc: Ms. Missy Cassidy, Director of Policy and Governmental Affairs, Maryland Department
of Transportation
Ms. Valerie Burnette Edgar, Director of Communications, SHA
Mr. David J. Malkowski, District Engineer, SHA
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, SHA
Mr. Douglas H. Simmons, Deputy Administrator for Planning and Engineering, SHA
Ms. Frances Ward, Community Liaison, SHA
Richard Y. Woo, Ph.D., Director of Policy and Research, SHA

Serial #: None

OED Serial#: None

Noise Customer #: 2921 (Mr. Julius O. Uwansc)

Responding to letter dated: Follow-up to 08-15-2005 letter from Con. Cummings to MDOT Sec.
Flanagan; Con. Cummings wrote:

"I write today on behalf of Mr. Julius Uwansc, a constituent of the 7th District who has contacted my office asking for assistance in securing the installation of a sound barrier in the Richardson Road neighborhood near I-695 in the Gwynn Oak community.

"My office has previously been in contact with the State Highway Administration (SHA) on the issue of sound barrier installation in the Richardson Road neighborhood and while I am aware of current SHA guidelines, I ask that you please reconsider this neighborhood's request for a sound barrier based on the proximity of these homes to the beltway and the disruption that highway traffic is causing inside these residences.

"I have enclosed with this letter a copy of Mr. Uwansc's correspondence to my office and request a response both to my office and Mr. Uwansc on this matter."

Mr. Uwansc wrote to Con. Cummings on 07-29-2005:

"I am writing this letter to you on behalf of the residents and neighbors of Richardson Road, Lenbern Road, Real Princess Lane, Arlene Cir., Rona Road, Greenlawn Road and Lawnwood Cir., all of Gwynn Oak, Maryland.

"For many years we have been subjected to sleepless days and nights due to the traffic noise from Interstate Highway 695 West. For many years, this highway has been the attention of the Maryland State Highway Administration because of the enormous traffic using this highway, and therefore has undergone and is still undergoing some expansion. The traffic situation is a serious one because Highway 695 is used by more than 500,000 vehicles in a day. Of this number about 40 per cent involve the heavy semi-trucks, gas delivery tankers, heavy construction trucks, articulated trailers and 18 wheelers. The other 60 per cent are the regular cars, SUVs, regular trucks and bikes. These vehicles (all categories) are not silent vehicles, they are not children's toys...they are all powered by engines that make a hell of a noise, and sounds travel and can be measured to determine the effect of the human ears in particular and the body in general.

"I have had the opportunity to speak to Mr. James D. Hade, Noise Abatement Team Leader at the State Highway Administration. Unfortunately, Mr. Hade had nothing but bad news for us in the neighborhood, especially those residents living immediately after Exit 17 up to Exit 18 west of hwy 695. Mr. Hade also stated that even though our homes are very close to the highway (a stone's throw) we cannot have the noise barrier because we do not fall into any of the categories that determine who will or not get the barrier. His argument is that, home owners should not have bought houses that are close to the highway, but he failed to realize that the 695 Highway is not the same width it was many years ago, in fact no highway is what it used to be. Highway expansion brings the road traffic closer to peoples' homes.

"Respected Congressman, we are suffering here...we hardly sleep, rest, or have some out-door activities in our neighborhood. Our children are constantly having nightmares and sometimes they wake up in their sleep with a start or fright due to passing semi-truck that is shifting gears or the "dare-devil bikers" or the vehicle with "oversize or blown out" exhaust pipe. Some areas have been surveyed or mapped out for the noise barrier, but our area that is heavily and seriously impacted has been left out. Well, Mr. Hade is blaming us for buying properties near the highway but fails to blame the county government for mapping out areas for residential buildings that are near the highway without providing for them protection from noise.

"As our respected representative, we look upon you to help us in this endeavor...to protect us, to fight for us and to make our neighborhood habitable. Our children count on your benevolent nature to undertake this issue to whatever level possible to achieve success. We invite you to come to our neighborhood and listen to the traffic sound anytime of the day. You might not believe this if I tell you that 90 per cent of the residents sleep with ear plugs. This is not a safe thing to do when sleeping.

"We are looking forward to hearing from you at your earliest convenience."

Please note: Con. Cummings also wrote to Mr. James Hade on 08-15-2005:

"This letter is written on behalf of Mr. Julius Uwansc and the residents of Gwynn Oak, Maryland, who are my constituents. Mr. Uwansc contacted my office regarding Interstate Highway 695 West and his community's sound barrier requests.

"Mr. Uwansc states that his community is persistently disturbed by highway noise from Interstate Highway 695 West. They believe that the noise is negatively affecting families' quality of life.

"Mr. Uwansc states that his community group expressed their interest to you regarding constructing sound barriers. However, he states that residents' requests were denied. Furthermore, Mr. Uwansc says you informed Gwynn Oak residents that proximity to the highway should have been a determining factor in their decision to purchase a home in their community.

"Mr. Uwansc and the residents of Gwynn Oak, Maryland are requesting that the State Highway Administration reconsider their request to construct sound barriers on Interstate Highway 695 West. I have enclosed a copy of Mr. Uwansc's correspondence outlining the situation for your review.

"Please review this matter to determine if you can be of assistance and forward your reply to my office at Symphony Center, 1010 Park Avenue, Suite 105, Baltimore, Maryland 21201. Should you require further information or assistance, please contact me or my Staff Assistant, Ms. Philisha K. Lane, at (410) 685-9199."

[The attached correspondence was Mr. Uwansc's 07-29-2005 letter to Con. Cummings transcribed above]

ELIJAH E. CUMMINGS
7TH DISTRICT, MARYLAND

2235 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-4741
FAX: (202) 225-3178

COMMITTEE ON
TRANSPORTATION AND
INFRASTRUCTURE

COMMITTEE ON
GOVERNMENT REFORM

SUBCOMMITTEE ON CRIMINAL JUSTICE,
DRUG POLICY AND HUMAN RESOURCES
RANKING MEMBER

JOINT ECONOMIC COMMITTEE

SENIOR WHIP

Congress of the United States
House of Representatives
Washington, DC 20515

DISTRICT OFFICES: 13

☒ 1010 PARK AVENUE
SUITE 105
BALTIMORE, MD 21201
(410) 685-9199
FAX: (410) 685-9399

☐ 754 FREDERICK ROAD
CATONSVILLE, MD 21228
(410) 719-8777
FAX: (410) 455-0110
www.house.gov/cummings

August 8, 2005

Mr. James D. Hade, Noise Abatement Team Leader
Maryland Department of Transportation
State Highway Administration
Landscape Architecture Division
707 North Calvert Street, C-303
Baltimore, Maryland 21202

RE: Mr. Julius Uwanse
Neighborhood Against Highway Noise
c/o 6829 Richardson Road
Gwynn Oak, Maryland 21207

Dear Mr. Hade:

This letter is written on behalf of Mr. Julius Uwanse and the residents of Gwynn Oak, Maryland, who are my constituents. Mr. Uwanse contacted my office regarding Interstate Highway 695 West and his community's sound barrier requests.

Mr. Uwanse states that his community is persistently disturbed by highway noise from Interstate Highway 695 West. They believe that the noise is negatively affecting families' quality of life.

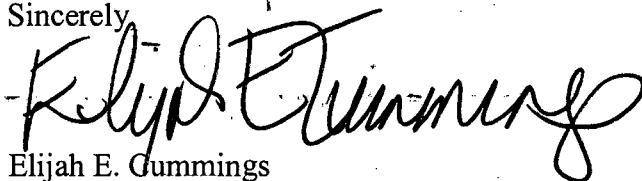
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Mr. Uwanse and the residents of Gwynn Oak, Maryland are requesting that the State Highway Administration reconsider their request to construct sound barriers on Interstate Highway 695 West. I have enclosed a copy of Mr. Uwanse's correspondence outlining the situation for your review.

Mr. James D. Hade
August 8, 2005
Page 2

Please review this matter to determine if you can be of assistance and forward your reply to my office at Symphony Center, 1010 Park Avenue, Suite 105, Baltimore, Maryland 21201. Should you require further information or assistance, please contact me or my Staff Assistant, Ms. Philisha K. Lane, at (410) 685-9199.

Sincerely



Elijah E. Gummings
Member of Congress

EEC: pkl

Enclosure

July 29, 2005

From: Julius Uwanse
Neighborhood Against Highway Noise
C/o 6829 Richardson Road
Gwynn Oak, MD 21207

To: Congressman Elijah E. Cummings
Maryland 7th District
2235 Rayburn H.O.B
Washington, DC 20515

Dear Congressman Elijah Cummings:

Re: Highway Sound Barrier

I am writing this letter to you on behalf of the residents and neighbors of Richardson Road, Lenbern Road, Real Princess Lane, Arlene Cir., Rona Road, Greenlawn Road and Lawnwood Cir., all of Gwynn Oak, Maryland.

For many years we have been subjected to sleepless days and nights due to the traffic noise from Interstate Highway 695 West. For many years, this highway has been the attention of the Maryland State Highway Administration because of the enormous traffic using this highway, and therefore has undergone and is still undergoing some expansion. The traffic situation is a serious one because Highway 695 is used by more than 500,000 vehicles in a day. Of this number about 40 per cent involve the heavy semi-trucks, gas delivery tankers, heavy construction trucks, articulated trailers and 18 wheelers. The other 60 per cent are the regular cars, SUVs, regular trucks and bikes. These vehicles (all categories) are not silent vehicles, they are not children's toys...they are all powered by engines that make a hell of a sound, and sounds travel and can be measured to determine the effect on the human ears in particular and the body in general.

I have had the opportunity to speak to Mr. James D. Hade, Noise Abatement Team Leader at the State Highway Administration. Unfortunately, Mr. Hade had nothing but bad news for us in the neighborhood, especially those residents living immediately after Exit 17 up to Exit 18 west of hwy 695. Mr. Hade also stated that even though our homes are **very close** to the highway (a stone's throw) we cannot have the noise barrier because we do not fall into any of the categories that determine who will or not get the barrier. His argument is that, home owners should not have bought houses that are close to the highway, but he failed to realize that the 695 Highway is not the same width it was many years ago, in fact no highway is what it used to be. Highway expansion brings the road traffic closer to peoples' homes.

Respected Congressman, we are suffering here... we hardly sleep, rest, or have some out-door activities in our neighborhood. Our children are constantly having nightmares and sometimes they wake up in their sleep with a start or fright due to passing semi-truck that is shifting gears or the "dare-devil bikers" or the vehicle with "oversize or blown out" exhaust pipe. Some areas have been surveyed or mapped out for the noise barrier, but our area that is heavily and seriously impacted has been left out. Well, Mr. Hade is blaming us for buying properties near the highway

RECEIVED AUG 05 2005

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but fails to blame the county government for mapping out areas for residential buildings that are near the highway without providing for them protection from noise.

As our respected representative, we look upon you to help us in this endeavor...to protect us, to fight for us and to make our neighborhood habitable. Our children count on your benevolent nature to undertake this issue to whatever level possible to achieve success. We invite you to come to our neighborhood and listen to the traffic sound anytime of the day. You might not believe this if I tell you that 90 per cent of the residents sleep with ear plugs. This is not a safe thing to do when sleeping.

We are looking forward to hearing from you at your earliest convenience.

Sincerely,

Uwanse Julius

Julius Uwanse
Coordinator

Cc: Vernon Simms – Chief of Staff
Fran Allen – District Director
Kimberly Ross – Legislative Director
Devika Koppikar – Press Secretary
Lucinda Lessley – Legislative Assistant
Julius & Birdsina Williams – Neighborhood Volunteer Coordinator

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From: JIM HADE
To: CHARLES ADAMS
Date: 08/15/2005 1:37:32 PM
Subject: Letter from Representative Elijah Cummings on GwynnOak

Charlie:

I received a letter from Congressman Cummings, asking that SHA reconsider the eligibility of the "Gwynn Oak" community. We have heard from a number of people in recent weeks from Featherbed Park [post-dates-mid-late 1960's], and Mahogany Park [post-dates- >2000].

I have attached a scan of the inbound for your reference.

ElijahCummings_GwynnOak-08-08-2005.pdf

We will be preparing a letter for the Administrator's signature.

James Hade, RLA
Noise Abatement Team Leader
Maryland State Highway Administration
Ph 410-545-8599
Fx 410-209-5003

CC: DAN UEBERSAX; VALERIE BURNETTE-EDGAR

Correspondence Details**Case ID: 20839 Cummings, Elijah E.**

Case ID: 20839
Constituent: Cummings, Elijah E.
Address: 7900 Liberty Road
Baltimore, MD 21244
Document Date: 08/15/2005
Bar Code: 00021186
Corr. Type: In
Confidential: No
Subject: SHA-General
Stand on issue: Neither
How corr. was received: Fax
Tone of letter: Neither
Current Owner: Helene, Irene
Date Assigned: 08/16/2005
Deadline Date: 08/23/2005
Date Closed:
Respond On Behalf Of: Prepare Response For Secretary's Signature
External Code:
Comments: Writes on behalf of his constituent, Mr. Julius Uwanse, who is seeking to have a sound neighborhood near I-695 in the Gwynn Oak community.

ELIJAH E. CUMMINGS
7TH DISTRICT, MARYLAND

2225 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-4741
FAX: (202) 225-3178

COMMITTEE ON
TRANSPORTATION AND
INFRASTRUCTURE

COMMITTEE ON
GOVERNMENT REFORM

Congress of the United States
House of Representatives
Washington, DC 20515

August 15, 2005

DISTRICT OFFICES:

☐ 1010 PARK AVENUE
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FAX: (410) 685-8399

☐ 754 FREDERICK ROAD
CATONSVILLE, MD 21228
(410) 719-4777
FAX: (410) 465-0110
www.house.gov/cummings

Mr. Robert L. Flanagan
Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076

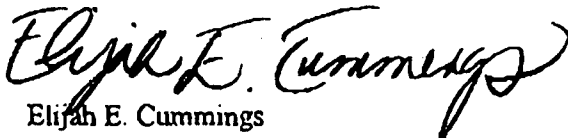
Dear Secretary Flanagan:

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I have enclosed with this letter a copy of Mr. Uwansc's correspondence to my office and request a response both to my office and to Mr. Uwansc on this matter.

Sincerely,



Elijah E. Cummings
Member of Congress

Enc.



July 29, 2005

From: Julius Uwansc
Neighborhood Against Highway Noise
C/o 6829 Richardson Road
Gwynn Oak, MD 21207

To: Congressman Elijah E. Cummings
Maryland 7th District
2235 Rayburn H.O.B
Washington, DC 20515

AUG 12 2005

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Sincerely,

Uwanoc Julius

Julius Uwanoc
Coordinator

Cc: Vernon Simms – Chief of Staff
Fran Allen – District Director
Kimberly Ross – Legislative Director
Devika Koppikar – Press Secretary
Lucinda Lessley – Legislative Assistant
Julius & Birdsina Williams – Neighborhood Volunteer Coordinator

22

D



Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

March 28, 2005

Mr. Timothy P. Davis
City Planner
Comprehensive and Transportation Planning
City of Frederick
101 North Court Street
Frederick MD 21701-5415

Dear Mr. Davis:

This is a follow-up to our December 17, 2004 letter to you regarding SHA's assistance to the City of Frederick in the formulation of its noise ordinance. We received the draft copy of the City's noise ordinance for SHA's review and comments. Thank you for the opportunity to review the City of Frederick Development Regulations relating to Highway Traffic Noise, draft dated January 13, 2005.

Enclosed are additional comments and suggested language changes to your January draft. A number of these comments are based upon the State policy's inclusion of 66 decibels as the impact threshold. Where noise is expected to be at or above the 66 decibel threshold, mitigation to lower the noise level is examined. Therefore, we feel the regulation should indicate that noise levels need to be less than 66 decibels, not establish 66 decibels as an acceptable level of noise. Another key to noise compatible development is the recognition of exterior use areas that are subject to regular and frequent human usage. Protection should focus on those exterior areas with frequent use that are noise-sensitive. This approach will result in development that protects those noise-sensitive areas of the property, which may be different than establishing the property line as the point of reference.

The spirit of the State's Policy not to fund Type II sound barriers in jurisdictions that have no regulations to "prevent traffic noise impacts adjacent to state highways" is to enhance the quality of life for their residents. We encourage that the City apply the new regulation to all state highways within the City's jurisdiction. In that light, we also encourage consideration of development design alternatives that would not cause undue hardships, such as utilizing buildings with appropriate sound insulation as sound barriers closer to the highway, with the exterior human use spaces located away from the highway.

The remainder of our comments relate to minor clarifications and recommended definitions of technical parameters and are found in the enclosed attachment.

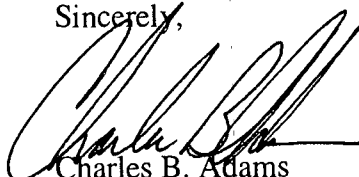
My telephone number/toll-free number is 410-545-8640 or 1-800-446-5962
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com

Mr. Timothy P. Davis
Page Two

Thank you for the opportunity to provide assistance to the City of Frederick. If SHA can be of further assistance, please do not hesitate to contact Mr. Jim Hade, our Noise Abatement Team Leader, at 410-545-8640 or 1-800-446-5962 or, by email, at jhade@sha.state.md.us. He will be pleased to assist you.

Sincerely,



Charles B. Adams

Director

Office of Environmental Design

Attachment

cc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Mr. Robert L. Fisher, District Engineer, State Highway Administration
Ms. Meg Andrews, Office of Planning and Capital Programming, Maryland Department of Transportation
Mr. Michael J. Haley, Assistant Division Chief, Regional and Intermodal Planning Division, State Highway Administration
Mr. Steven Foster, Chief, Plans and Surveys Division, Office of Highway Design, State Highway Administration
Mr. Glen Smith, Regional and Intermodal Planning Division, State Highway Administration
Ms. Patricia Goucher, Principal Planner, Maryland Department of Planning

Mr. Timothy P. Davis
Page Three

bcc: Ms. Karen Arnold, Environmental Analyst, Office of Planning and Preliminary Engineering, State Highway Administration
Mr. Joseph Kresslein, Assistant Division Chief, Project Planning, Office of Planning and Preliminary Engineering, State Highway Administration
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #:

Responding to letter dated:

Saved: 03/17/05 1:51 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2005\DAVISTP01-FREDERICK2005.doc

Attachment:

One copy of City *of Frederick Development Regulations to Highway Traffic Noise*, submitted 1/13/2005, with SHA review comments included

Add to Appendix A

Definitions

"Noise Impacted Residential Use" means a single-family, duplex, townhouse or multi-family dwelling, where businesses may or may not be conducted in such dwellings, located in residential zoning districts. "Noise impacted residential use" includes multiple-family structures and high-rise apartment located in residential, mixed use or nonresidential zoning districts. A Noise impacted residential use includes limited accommodations for transients such as motels and hotels, and residential areas with limited office development, but it does not include retail shopping facilities. "Noise impacted residential use" includes educational facilities, hospitals, nursing homes, churches, and similar institutions.

Deleted:

Noise levels will be measured and modeled based upon "A" weighted decibel scale.

27-4XX HIGHWAY NOISE OVERLAY DISTRICT (HNO)

(a) Purpose

- (1) Protect public health and conserve the habitability and value of residential properties in the vicinity of high-volume highways.
- (2) Establish the setback standards for "noise impacted residential uses" from certain highways identified on the Zoning Ordinance Map, "Highway Noise Impact Overlay District" in order to mitigate the highway noise; providing for certain reductions in setback distance under certain circumstances; and allowing for required lot and structure design.
- (3) Assure the City of Frederick's eligibility for participation in the Type II noise barriers program under the "Sound Barrier Policy" issued by the State Highway Administration in May of 1998.

(b) District Boundaries

- (1) The **Highway Noise Impact Overlay District** boundaries shall be based upon the State Highway Administration's (SHA) analysis of highway-related noise that approach or exceed 67 decibels Leq, using the Federal Highway Administration's (FHWA) *Traffic Noise Model 2.5 (TNM)*. Approach shall be defined as 66 decibels Leq.
- (2) For the purpose of administering such regulations the following **Highway Noise Impact Areas** are established, and depicted on the Official Zoning Map(s) of the City of Frederick:

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Highway Noise Impact Areas	Distance from Edge of Pavement	
I-70 corridor	625'	Formatted: Centered
US15 corridor	375'	Formatted: Centered
US 40 corridor	350'	Formatted: Centered
MD 26 corridor	400'	Formatted: Centered

(c) Overlay District Established

The **Highway Noise Impact Overlay District** is established as an overlay district. Land within the **Highway Noise Impact Overlay District** may be used as permitted in the underlying district only if and to the extent such use is also permitted in the overlay district and subject to the additional overlay regulations.

Deleted: regulations of the

(d) Use Limitations

In addition to the use limitations and regulations for the zoning district over which the **Highway Noise Impact Overlay District** is located, the use limitations in subsections (e) through (f) shall apply.

(e) For Residential Areas

The developer of any "noise impacted residential uses" shall subdivide and/or construct in accordance with one of the following alternatives:

- (1) No residential lots are located within the **Highway Noise Impact Overlay District**, and all lands within the **Highway Noise Impact Overlay District** are dedicated to homeowners association for open space purposes.
- (2) All noise sensitive use areas within a "Noise Impacted Residential Use" that experience frequent human usage shall be set back from the designated highways as prescribed in subsection (b).
- (3) A noise impact study shall be conducted by a demonstrated qualified professional with experience in highway noise analysis to determine the worst case decibel level, based upon highway capacity Level of Service 'D', at noise sensitive use area using FHWA documentation: "Measurement of Highway Related Noise" Final Report, May 1996, and "TNM" version 2.5. The State Highway Administration will provide the City with advice on the technical accuracy of noise impact studies.
 - a. If it is determined that the noise impact setback distance needed to maintain traffic noise levels lower than 66 decibels in areas of the property that are noise sensitive, the setback distance can be reduced from the setback established in subsection (b), an adjusted setback shall be established by the Planning Commission during the subdivision or site plan review process (for the relevant areas of the subject parcel(s)).
 - b. If it is determined that highway noise mitigation measures are proposed to address the impact of highway noise on residential uses, and to

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Deleted: shall be reviewed and accepted for technical accuracy by SHA.

Deleted: an acceptable 66 decibels at

Deleted: line

insure reduced noise impact, the Planning Commission may approve a preliminary or final subdivision plat or a final site plan with the condition of implementing noise mitigation measures to reduce the decibel levels at the residential lot line to 63 decibels

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(f) Acoustical Treatment

The developer of any residential use that is within the *Highway Noise Impact Overlay District* shall incorporate acoustical treatment into all dwelling units to insure that interior noise levels within living spaces (not including garages, sun rooms, or porches) do not exceed a sound level of 45 decibels dBA (Lc9).

29

From: JIM HADE
To: CHARLES ADAMS
Date: 03/24/2005 6:30:55 PM
Subject: City of Frederick, ... one last topic

Charlie:

I was going over the City's draft one last time to add the last change you had, and discovered a provision that we have found difficult with Anne Arundel County. Ken and I feel that the current language can put us between the developer and the City when we are in the "approval" stream, or when we respond to an analysis with anything but "Okay". We don't want the developer sending reports, or requests directly to us. Also, we have found that when the developer asks for exceptions, or wants to debate procedures or data, we end up being in a position of appearing to "control local land use issues".

If we cannot get out of reviewing and providing comments to the City, here is our recommended change:

As submitted to SHA:

(3) A noise impact study shall be conducted by a demonstrated qualified professional with experience in highway noise analysis to determine the decibel reading at the property line using FHWA documentation: "Measurement of Highway Related Noise" Final Report, May 1996. **The noise impact study shall be reviewed and accepted for technical accuracy by SHA.**

Suggested Change (now in current response)

(3) A noise impact study shall be conducted by a demonstrated qualified professional with experience in highway noise analysis to determine the worst case decibel level, based upon highway capacity Level of Service 'D', at noise sensitive use area using FHWA documentation: "Measurement of Highway Related Noise" Final Report, May 1996, and "TNM" version 2.5. **The State Highway Administration will provide the City with advice on the technical accuracy of noise impact studies.**

Jim

CC: KEN POLCAK; TED SEVERE

Add to Appendix A**Definitions**

"Noise Impacted Residential Use" means a single-family, duplex, townhouse or multi-family dwelling, where businesses may or may not be conducted in such dwellings, located in residential zoning districts. "Noise impacted residential use" includes multiple-family structures and high-rise apartment located in residential, mixed use or nonresidential zoning districts. A Noise impacted residential use includes limited accommodations for transients such as motels and hotels, and residential areas with limited office development, but it does not include retail shopping facilities. "Noise impacted residential use" includes educational facilities, hospitals, nursing homes, and similar institutions.

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The *Highway Noise Impact Overlay District* is established as an overlay district. Land within the *Highway Noise Impact Overlay District* may be used as permitted in the underlying district only if and to the extent such use is also permitted in the overlay district and subject to the additional regulations of the overlay regulations.

(d) Use Limitations

In addition to the use limitations and regulations for the zoning district over which the *Highway Noise Impact Overlay District* is located, the use limitations in subsections (e) through (f) shall apply.

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The developer of any "noise impacted residential uses" shall subdivide and/or construct in accordance with one of the following alternatives:

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- (2) The placement of any residential structure shall be set back from the designated highways as prescribed in subsection (b).
- (3) A noise impact study shall be conducted by a demonstrated qualified professional with experience in highway noise analysis to determine the decibel reading at the property line using FHWA documentation: *"Measurement of Highway Related Noise" Final Report*, May 1996. The noise impact study shall be reviewed and accepted for technical accuracy by SHA.
 - a. If it is determined that the noise impact setback distance needed to maintain an acceptable 66 decibels at the property line can be reduced from the setback established in subsection (b), an adjusted setback shall be established by the Planning Commission during the subdivision or site plan review process.
 - b. If it is determined that highway noise mitigation measures are proposed to address the impact of highway noise on residential uses, and to insure reduced noise impact, the Planning Commission may approve a preliminary or final subdivision plat or a final site plan with the condition of implementing noise mitigation measures to reduce the decibel readings at the residential lot line to 63 decibels

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The developer of any residential use that is within the *Highway Noise Impact Overlay District* shall incorporate acoustical treatment into all dwelling units to insure that interior noise levels within living spaces (not including garages, sun rooms, or porches) do not exceed a sound level of 45 decibels.

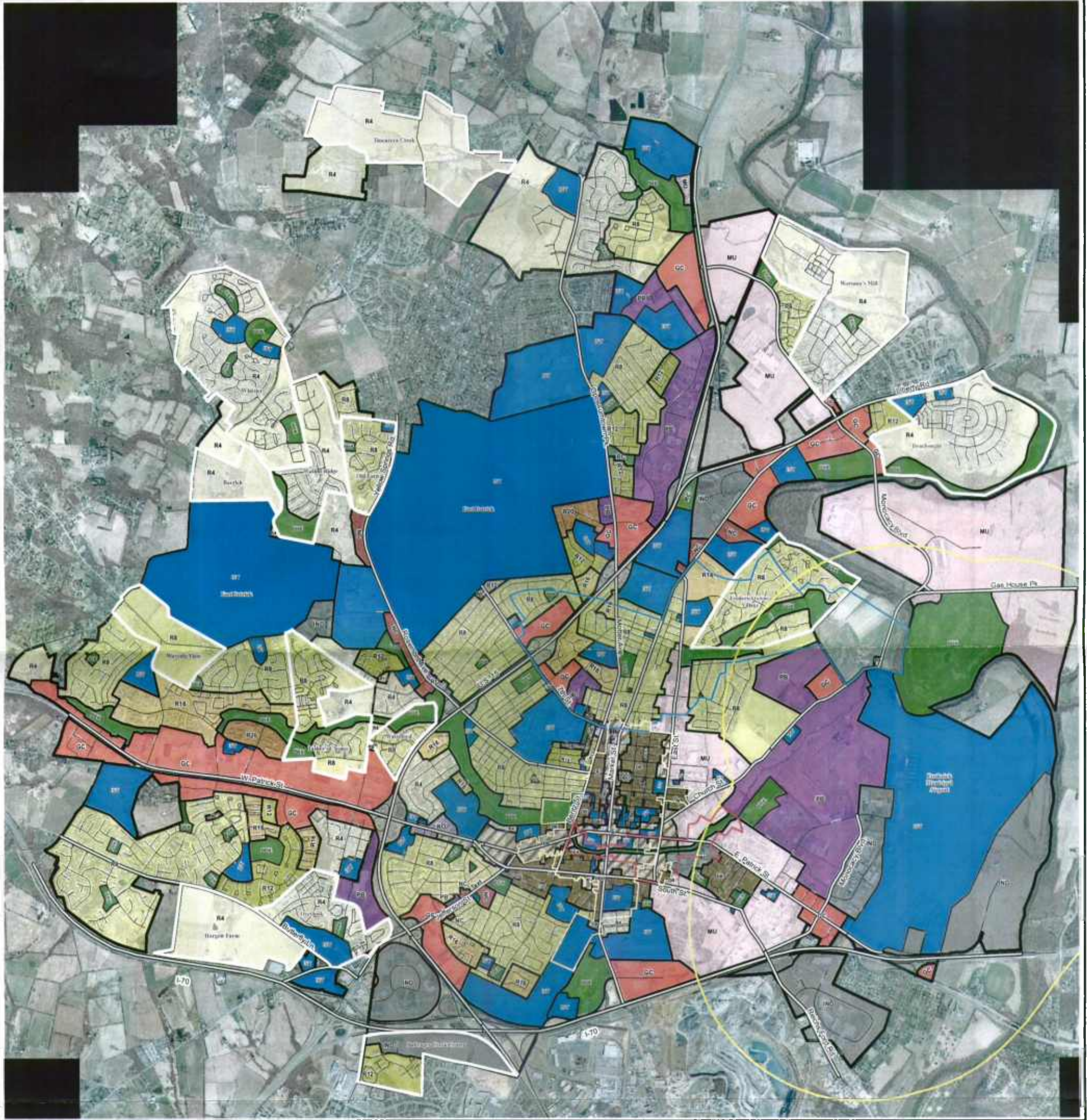
minimize exposure of residents to
noise impacts

if. — plan — hardship or infeasible
— site layout

— are there waivers
— conditions
— in other parts of regulations

City of Frederick Base Zoning with Overlays Map (2005)

Staff
DRAFT



Disclaimer: This map is prepared solely for the purpose of illustrating the for the City of Frederick end is not a legal document. The City of Frederick gives no guarantee about the accuracy of labels, boundaries, or placement or location of any other features located on the map. The City of Frederick disclaims and shall not be liable for any damage, loss, or injury that may arise from this product. This map is not to be construed as the final authority as to zoning of land, buildings and any other structures or area and measurement of parcels within the City of Frederick. Should you desire such information in an accurate end up to date form you should inquire at the Department of Planning & Community Development of the City of Frederick.

This is only a DRAFT.

Sources
City of Frederick Planning Dept.
Frederick County GIS
Maryland PropertyView 2003 Path: K:\GIS\NAD\03 feet\City\Zoning MBB 1/5/05

Zoning Districts

- | | | | | | |
|---|-------------------------------------|---|------------------------------|---|--------------------------------|
|  | R4 (Residential 4 units per acre) |  | GC (General Commercial) |  | DR (Downtown Residential) |
|  | R8 (Residential 8 units per acre) |  | NC (Neighborhood Commercial) |  | DB (Downtown Business) |
|  | R12 (Residential 12 units per acre) |  | MU (Mixed Use) |  | DBO (Downtown Business Office) |
|  | R16 (Residential 16 units per acre) |  | PB (Professional Business) |  | IND (Industrial) |
|  | R20 (Residential 20 units per acre) |  | RO (Residential Office) |  | RC (Resource Conservation) |

Floating Districts

- IST (Institutional) ● PRK (Parkland)

PND (Planned Neighborhood)

-  Boundary  Commercial Area (TBD)

Overlay Districts

- Historic District  Carroll Creek District  Wellfield Protection  Airport District  Highway Noise (TBD) 



Adopted by the Mayor and Board of Aldermen
Ordinance 83933 May 2, 2005

Jennifer P. Dougherty, Mayor Date: _____

John D. Leisenring, CFO Date

Revisions

Date	Description of Revision	By
------	-------------------------	----

505	Investment Counselor	M88
-----	----------------------	-----

[illegible]

Generalized Noise Level Projections Major Highways in Frederick County

35

ROUTE	CHARACTERISTICS	DISTANCE IN FEET FROM EDGE OF ROAD FOR PREDICTED AVERAGE HOURLY NOISE LEVEL (Leq (h))							SUMMARY OF TRAFFIC PARAMETERS				
		72 dBA	70 dBA	68 dBA	67 dBA	66 dBA	65 dBA	60 dBA	ADT	Veh/Hr	%HT	%MT	Speed
I-70	4 Lanes/ 40' Median	234	276	332	336	421	481	760	LOS 'D'	7,250	9.4	3.0	60
	6 Lanes/ 40' Median	306	360	446	500	570	618	850+	LOS 'D'	9,586	9.4	3.0	61
US 15	4 Lanes/ 40' Median	192	229	271	294	322	351	656	LOS 'D'	7,808	4.0	4.5	61
	4 Lanes/ 70' Median (S. of US 40)	221	254	296	320	346	375	572	LOS 'D'	7,808	4.0	4.5	61
I-270	4 Lanes/ 350' Median	333	363	398	421	445	472	665	LOS 'D'	7,332	5.1	5.0	60
MD 355	4 Lanes/no Median	112	141	172	195	222	257	445	LOS 'D'	7,808	2.0	2.5	45
MD 340	4 Lanes/ 50' Median	212	247	289	310	342	372	713	LOS 'D'	7,416	5.2	2.5	60
MD 26	4 Lanes/ 50' Median	210	243	283	305	332	359	687	LOS 'D'	7,296	3.1	7.5	60
US 40	4 Lanes/ 50' Median	133	161	188	203	222	241	381	LOS 'D'	6,720	2.4	4.0	50
	6 Lanes/ 50' Median	163	190	221	239	255	269	505	LOS 'D'	10,080	2.4	4.0	50
US 40 ALT	2 Lanes/ No Median	56	72	84	96	109	126	200	LOS 'D'	3,360	1.0	1.0	45
MD 144	2 lanes/ No Median	52	68	89	92	100	117	193	LOS 'D'	3,000	1.0	3.4	45
MD 180	3 Lanes/ No Median	87	120	142	154	169	184	283	LOS 'D'	4,793	1.0	1.0	50

Definitions ADT - Average Daily Traffic at LOS 'D' and Designated Speed
LOS 'D' - Traffic Level of Service at which the largest number of vehicles can travel at maximum speed
HT - Heavy Truck, any truck with a high exhaust stack and three or more axles
MT - Medium Truck, any truck with two axles and six wheels and low exhaust

Explanatory notes:

The above noise level estimates were developed using the Federal Highway Administrations (FHWA) Traffic Noise Model (TNM) Program Version 2.5. Assumptions regarding roadway geometry and TNM model development include a) single equivalent lane/ direction based on the number of lanes times 12', b) separation of equivalent lanes based on median width as given, c) "soft site" propagation rate (attenuation of 4.5 per doubling of distance), and no extra attenuation or shielding for barrier or atmospheric effects with the exception of humidity.

The distances given are based upon the traffic parameters shown. Traffic classifications are based upon 2003 Traffic data and on the Highway Capacity Manual 2003 volumes for LOS 'D' at the speeds shown in the chart. LOS 'D' reflects the combination of traffic and speed that would yield "worst-case" (highest) anticipated noise levels.

The overall accuracy of the distances given should be considered approximately +/- 10 feet.

36

E



Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor

Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

Maryland Department of Transportation

38

MEMORANDUM

TO: The Honorable Robert L. Flanagan
Secretary

FROM: Mr. Neil J. Pedersen *Neil J. Pedersen*
Administrator

DATE: April 22, 2005

SUBJECT: Type II Sound Barrier Projects in Baltimore County

In his December 6, 2004 letter to me, Mr. Edward C. Adams, Jr., Baltimore County's Director of Public Works, wrote that Baltimore County has \$3.227 million in funding in its budget that is available for its 20 percent match toward the construction of Type II noise abatement projects. Considering previous commitments in Anne Arundel, Howard, and Prince George's counties, the State will have approximately \$13.93 million available for its 80 percent match on such projects.

In Baltimore County, the State Highway Administration (SHA) has a list of eleven communities (in six proposed projects) that have been found eligible for Type II noise abatement. The attached table lists all of the eligible noise-abatement projects and their original project sequence, which is based on the age of each community considered as a whole.

When Baltimore County withdrew its funding commitment several years ago, we stopped work on all of these projects. If we were to start work again today, we would not be able to begin construction on any of them until sometime in FY 07, because of the extent of the design work remaining to be done. Now that Baltimore County can dedicate funds to such projects, my staff and I have reviewed the outstanding projects in the County and would appreciate your concurrence to proceed in the manner described below.

The Honorable Robert L. Flanagan
Page Two

First, we propose to defer work on the fourth project (which would provide noise abatement for communities 5 and 6, Ridge Grove and Woodland Heights). These communities are located along a portion of the Baltimore Beltway where ultimate widening has not yet occurred. Barriers for these two communities need to be built as part of the future widening, at which time they will be addressed under our Type I program. As Type I barriers, they will not require a local match.

The reclassification of the Ridge Grove and Woodland Heights barriers under our Type I program leaves five projects, involving nine communities. The available county funds will not cover the local match for all of these projects. We therefore suggest that we open a dialogue with Baltimore County, in which we propose to reactivate four of the remaining five projects, deferring work on the sixth project (Cedar Heights/St. Denis, Francis Avenue, and Richardson Mews). The State is able to fund its share of the remaining four projects (for the WoodHolme, Oriole Avenue, Chesaco Park, Priceville, and Greenlawn communities) and, after paying the local match, the County could expect to have approximately \$807,000 left over. Proceeding in this manner would also allow us to continue our practice of trying to address older communities first, on the rationale that those homes have been exposed to highway noise over the longest periods.

We are proposing a commitment of State dollars for those four projects, as designated in the attached table, and we are seeking your concurrence to communicate with Baltimore County on a construction schedule and to begin design of the projects that can be facilitated by the available funding. If you have any questions or would like to discuss this proposal, please let me know.

Attachment

cc: Mr. Charles B. Adams, Director, Office of Environmental Design, SHA
Mr. David J. Malkowski, District Engineer, State Highway Administration

CONCUR:

Maryland Department of Transportation

BY: _____
Robert L. Flanagan, Secretary

The Honorable Robert L. Flanagan
Attachment

Original Project Sequence	Community	Construct Project Cost	State Share	County Share	County Balance	Proposed for funding
			13,930		3,227	
1	1. WoodHolme I-695, 1750' to 3950' NW of Reisterstown Rd.	1,967	1,810	441	2,786	Y
2	2. Oriole Ave, MD 695, N of Eastern Ave to S of Back River Bridge	1,478	1,359	331	2,455	Y
	3. Chesaco Park, MD 695	3,392	1,359	760	1,695	Y
3	4. Priceville, I-83, 350' to 2650' S of Belfast Rd	1,728	1,590	387	1,308	Y
4	5. Ridge Grove, I-695, Harford Rd to Putty Hill / Avondale Rd to Harford Rd.	6,253	5,753	1,401	n/a	N
	6. Woodland Heights, I-695, Harford Rd to Putty Hill / Avondale Rd to Harford Rd.					
5	7. Greenlaw n / Windsor Park	2,236	2,057	501	807	Y
6	8. Cedar heights/ St. Denis* I-195, S of Francis Ave to NW of US 1 (NSA C, D)	6,506	5,985	1,453	n/a	N
	9. Francis Ave (South)* I-195, S of Francis Ave to NW of US 1 (NSA B)					
	10. Richardson Mews* /					
	11. Francis Ave. North*, I-195, S of Francis Ave to NW of US 1 (NSA A)					
	Balance		5,755		807	

- Figures are in thousands of dollars
- "Construction cost" is Bid cost plus construction overhead.
- "State Share" is 80 percent of Construction cost plus 80 percent of Engineering costs.
- "County share" is 20 percent of Construction Cost plus 20 percent of Engineering costs and 9.4 percent Administrative overhead additive.

The Honorable Robert L. Flanagan
Page Three

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, SHA
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, SHA
Mr. Douglas H. Simmons, Deputy Administrator for Planning and Engineering, SHA

Serial #: None

OED Serial#: None

Noise Customer #:

Responding to letter dated:

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Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor

Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

Maryland Department of Transportation

September 30, 2005

The Honorable Jennie M. Forehand
Senate of Maryland
223 James Senate Office Building
110 College Avenue
Annapolis MD 21401-1991

Dear Senator Forehand:

This letter is a follow-up to the recent voice mail message from your aide to Mr. Charles Adams, the State Highway Administration's (SHA) Director of Environmental Design, requesting information regarding the performance of a sound barrier where the noise receptor is located above the highway noise source (two-to-three stories above the highway elevation). I appreciate the opportunity to respond to your inquiry.

The performance of a sound barrier, or the amount of noise reduction provided, is tied to the relationship between the noise source (the highway), the barrier itself, and the receiver. First, the sound barrier must, at a minimum, break the line-of-sight between the noise source and the receiver. As the barrier height increases above the line-of-sight, the noise reduction is greater. When sound waves encounter a solid object or barrier, a portion of the sound is "bent," or diffracted, over the object. Since sound is energy, it will diminish as it travels over a distance. The taller a barrier, the greater the angle of diffraction and the longer the distance the sound must travel in order to reach the receiver and, therefore, the lower the noise level will be at the receiver.

For a barrier to provide any reduction in noise where the receiver is elevated two-to-three stories above the highway, it must still, at a minimum, break the line-of-sight. With an elevated receiver, this goal is more difficult to achieve without substantially increasing the barrier's height. If the noise source is visible over the barrier (as it most likely would be with upper story receivers), there will likely be little or no noise reduction realized. We are enclosing a copy of the Federal Highway Administration's pamphlet, *Highway Traffic Noise*, which provides an illustration on page 12 showing the line-of-sight issue discussed above.

My telephone number/toll-free number is 410-545-0400 or 1-800-206-0770

Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410.545.0300 • www.marylandroads.com

The Honorable Jennie M. Forehand
Page Two

Thank you for your inquiry and your continuing interest in the State's Sound Barrier Program. If you have additional sound barrier questions or concerns, please do not hesitate to contact Mr. Adams at 410-545-8640, toll-free at 800-446-5962 or, by email, at cadams@sha.state.md.us. He will be pleased to assist you. Of course, you should not hesitate to contact me directly, if you prefer.

Sincerely,



Neil J. Pedersen
Administrator

Enclosure

cc: Mr. Charles B. Adams, Director, Office of Environmental Design, SHA

The Honorable Jennie M. Forehand
Page Three

bcc: Ms. Valerie Burnette Edgar, Director of Communications, State Highway Administration
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, State Highway Administration
Mr. Douglas H. Simmons, Deputy Administrator for Planning and Engineering, State Highway Administration
Ms. Linda I. Singer, Legislative Manager, State Highway Administration
Mr. Charlie K. Watkins, District Engineer, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #:

Responding to letter dated: Follow-up to 09-09-2005 voice mail message from Sen. Forehand's legislative aide asking for general information regarding sound barrier performance where the receptor was located two or more stories above the highway noise source/highway elevation.

Saved: 09/14/05 9:51 AM by: T.E. Severe

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Enclosure:

One copy of FHWA pamphlet, *Highway Traffic Noise*, dated September 1980

45

From: KEN POLCAK
To: JIM HADE; TED SEVERE
Date: 09/13/2005 3:40:31 PM
Subject: Re: Sen. Forehand's aide asking for general information...

Attached is some draft language responding to the inquiry.....
As requested.....

>>> JIM HADE 09/09/2005 1:29:19 PM >>>
Charlie:

Okay. I'll have Ken prepare the technical wording.

When I listened, she seemed to also ask for a call to tell which way the information would be coming.

Would you like me to call?

Jim

>>> CHARLES ADAMS 09/09/2005 12:55:29 PM >>>

Jim, I listened to the message from Sen. Forehand's aide and she is asking for general information regarding the performance of a sound barrier where the receptor is located above the highway noise source, in this case, two to three stories above the highway elevation. Please prepare a letter to the senator for Neil's signature with an explanation of how the elevation difference could affect barrier performance.

Thanks

Charlie

CC: CHARLES ADAMS

46

TEXT – RE; BARRIER PERFORMANCE FOR UPPER STORY RECEIVERS

The performance of a noise barrier (that is, the amount of noise reduction provided) is tied to the relationship between the source (highway), the barrier and receiver. First, the noise barrier must, at a minimum, break the line-of-sight between the source and the receiver. As the barrier height increases above the line-of-sight, the greater the reduction in noise. When sound waves encounter a solid object or barrier, a portion of the sound is bent or diffracted over the object. Since sound is energy, it will diminish as it travels over a distance; the taller the barrier, the greater the angle of diffraction and the longer the distance the sound must travel to reach the receiver, and the lower the noise level will be at the receiver.

In a situation where the receiver is elevated two to three stories above the highway, in order for the barrier to provide any reduction in noise, it must still, at a minimum, break the line-of-sight. With an elevated receiver, this goal is more difficult to achieve without substantially increasing the barrier height. If the noise source is visible over the barrier (as could likely be the case with upper story receivers), then there will be little or no reduction in noise realized.

47

From: CHARLES ADAMS
To: TED SEVERE
Date: 09/14/2005 9:09:52 AM
Subject: Re: Letter to Senator Forehand regarding upper stories and barrier performance

I have no idea.

>>> TED SEVERE 09/14/2005 9:02:55 AM >>>
Dear Charlie -

We are preparing the response to Sen. Forehand regarding upper stories of buildings and sound barrier performance. You mentioned in your email to Jim that Sen. Forehand's aide called. Do you recall the name of Sen. Forehand's aide? We need to refer to that person and include her name in the cc/bcc listing as the person who contacted you.

Thanks for the assistance.

Respectfully requested,
Ted Severe
Administrative Assistant
Noise Abatement Team
X8600

48

From: TED SEVERE
To: CHARLES ADAMS
Subject: Letter to Senator Forehand regarding upper stories and barrier performance

Dear Charlie -

We are preparing the response to Sen. Forehand regarding upper stories of buildings and sound barrier performance. You mentioned in your email to Jim that Sen. Forehand's aide called. Do you recall the name of Sen. Forehand's aide? We need to refer to that person and include her name in the cc/bcc listing as the person who contacted you.

Thanks for the assistance.

Respectfully requested,
Ted Severe
Administrative Assistant
Noise Abatement Team
X8600

CC: JIM HADE



Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor

Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

Maryland Department of Transportation

49

November 23, 2005

The Honorable Brian E. Frosh
The Honorable William A. Bronrott
The Honorable Marilyn R. Goldwater
The Honorable Susan C. Lee
District 16 Delegation
2 East Miller Senate Building
Annapolis, Maryland 21401-1991

Dear Senator Frosh and Delegates Bronrott, Goldwater, and Lee:

Thank you for your letter on behalf of your constituent, Mrs. Joan Segreti, of 8204 Stone Trail Drive, Bethesda, regarding a sound barrier for the Carderock Springs community, along the outer loop of I-495 between Seven Locks Road and Persimmon Tree Road in Montgomery County. I appreciate the opportunity to respond.

Mrs. Segreti asks why the noise barriers cannot be installed now in a location compatible with a possible future widening of I-495 in the area. The entire I-495 corridor in Maryland is currently under study to analyze various transportation capacity improvements for the entire corridor. We are not in a position of knowing exactly what the widening would be and, therefore, do not know exactly where a barrier would be located after such a widening. As we come closer to narrowing the various proposals, we will also analyze the environmental impacts for each proposal, including highway traffic noise level impacts and what the location of potential barriers would be. If you have any questions regarding this study, please do not hesitate to contact Ms. Sue Rajan, Office of Planning and Preliminary Engineering, State Highway Administration (SHA). She can be reached at 410-545-8514 or via email at srajan@sha.state.md.us. She will be pleased to bring you up to date on the I-495 corridor study.

As indicated in my last letter, any barrier that might be requested before a planned widening may have to include infrastructure, such as retaining walls, to accommodate the widening and will, most likely, add to the overall cost of the barrier. This added cost for infrastructure could make it more practical to delay construction of sound barriers until the widening occurs. There is no funding in the current Consolidation Transportation Program for new sound barrier projects through FY 2010.

My telephone number/toll-free number is 410-545-0400 or 1-800-206-0770
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410.545.0300 • www.marylandroads.com

The Honorable Brian E. Frosh
The Honorable William A. Bronrott
The Honorable Marilyn R. Goldwater
The Honorable Susan C. Lee
Page Two

Mrs. Segreti also asked why the community just north of Carderock Springs received a sound barrier when her community's request has been postponed pending resolution of County funding. This sound barrier, completed in 2002 and located between Bradley Boulevard and River Road, was constructed for the Burning Tree Estates community and is a Type II sound barrier. The Burning Tree Estates community met all of the technical criteria for a Type II sound barrier including having the majority of the affected homes built before the original opening of I-495 in 1964. The Carderock Springs community has also been studied for eligibility for our Type II barrier program. Our evaluation determined that the majority of the homes were built between 1966 and 1984, after the 1964 opening of I-495. Based on this information, the Carderock Springs community cannot be considered for a Type II sound barrier.

Thank you again for your letter and your continuing interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Mr. Charles B. Adams, Director of Environmental Design, SHA, at 410-545-8640, toll-free 800-446-5962 or via email at cadams@sha.state.md.us. Mr. Adams will be pleased to assist you. Of course, you should never hesitate to contact me directly.

Sincerely,



Neil J. Pedersen
Administrator

cc: The Honorable Howard A. Denis, Member, Montgomery County Council
Mr. Charles B. Adams, Director, Office of Environmental Design, SHA
Ms. Sue Rajan, Project Manager, Office of Planning and Preliminary Engineering, SHA
Mrs. Joan Segreti

The Honorable Brian E. Frosh
The Honorable William A. Bronrott
The Honorable Marilyn R. Goldwater
The Honorable Susan C. Lee
Page Three

bcc: Ms. Valerie Burnette Edgar, Director of Communications, SHA
James D. Hade, RLA, Noise Abatement Team Leader, SHA
Mr. Joseph Kresslein, Assistant Division Chief, Project Planning, Office of Planning and Preliminary Engineering, SHA
Mr. David Marks, Chief of Staff, Maryland Department of Transportation
Mr. Edward B. Miller, Deputy Chief of Staff, Office of the Governor
Ms. Amber Rhodes, Environmental Analyst, Office of Planning and Preliminary Engineering, SHA
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of
Ms. Debbie Seibert, Special Assistant to the Administrator, SHA
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, SHA
Mr. Douglas H. Simmons, Deputy Administrator for Planning and Engineering, SHA
Ms. Linda I. Singer, Legislative Manager, SHA
Ms. Nicole Tyler, Special Assistant to the Director, Office of Environmental Design, SHA
Mr. Charlie K. Watkins, District Engineer, SHA

Serial #: 05Nov33

OED Serial#: None

Noise Customer #: 2961 (Mr. and Mrs. Anthony J. Segreti, Jr.)

Responding to letter dated: Follow-up to 11-08-2005 letter from District 16 delegation to SHA Administrator Pedersen; the Delegation wrote:

"Thank you for your October 21, 2005, letter regarding noise abatement for the Carderock Springs neighborhood. In response to that letter, we have received a call from our constituent, Mrs. Joan Segreti, who asks additional questions. Mrs. Segreti asks why the noise barriers cannot be installed now in a location compatible with a possible future widening of the Beltway in her neighborhood. She also asks why the area just north of Carderock Springs, located in District 15, received barriers after her neighborhood requested the abatement and was postponed same, pending future resolution of County funding.

"Would you please look into this matter and provide us with a complete report. We appreciate your assistance with this constituent matter."

Saved: 11/15/05 10:52 AM by: T.E. Severe

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SENATOR BRIAN E. FROSH
DELEGATE WILLIAM A. BRONROTT
DELEGATE MARILYN GOLDWATER
DELEGATE SUSAN C. LEE



52
16TH DISTRICT DELEGATION
2 EAST MILLER SENATE BUILDING
ANNAPOLIS, MARYLAND 21401-1991
301-858-3124 • 410-841-3124

THE MARYLAND GENERAL ASSEMBLY
SIXTEENTH DISTRICT DELEGATION

November 8, 2005

Neil J. Pedersen
Administrator-SHA
707 No. Calvert Street
Baltimore, MD 21202

STATE HIGHWAY ADMIN.
05 NOV 14 PM 3:40
ADMINISTRATOR'S OFFICE

Dear Neil:

Thank you for your October 21, 2005, letter regarding noise abatement for the Carderock Springs neighborhood. In response to that letter, we have received a call from our constituent, Mrs. Joan Segreti, who asks additional questions. Mrs. Segreti asks why the noise barriers cannot be installed now in a location compatible with a possible future widening of the Beltway in her neighborhood. She also asks why the area just north of Carderock Springs, located in Legislative District 15, received barriers after her neighborhood requested the abatement and was postponed same, pending resolution of County funding.

Would you please look into this matter and provide us with a complete report. We appreciate your assistance with this constituent concern.

Sincerely,

Brian E. Frosh

William A. Bronrott

Marilyn Goldwater

Susan C. Lee

BEF/WAB/MG/SCL/lcs

~~Enclosure~~

MARYLAND STATE HIGHWAY ADMINISTRATION
THE ADMINISTRATOR'S OFFICE (PHONE 410-545-0400 FAX 410-209-5009)

REQUEST FOR PREPARATION OF CORRESPONDENCE

PLEASE RETURN THIS FORM AND PREPARED CORRESPONDENCE TO ADMINISTRATOR'S OFFICE
(Attn: Donna Austin)

CONTROL # 05Nov33
LOG DATE: 11/14/2005

SENDER: FROSH, BRIAN E.

SUBJECT: NOISE ABATEMENT FOR CARDEROCK SPRINGS NEIGHBORHOOD

- ☒ PREPARE RESPONSE FOR ADMINISTRATOR'S SIGNATURE
☐ PREPARE RESPONSE FOR SECRETARY'S SIGNATURE
☐ PREPARE RESPONSE FOR GOVERNOR'S SIGNATURE
☐ REPLY DIRECTLY, CC: ADMINISTRATOR
☐ PREPARE RESPONSE FOR ADMINISTRATOR FOR GOVERNOR'S SIGNATURE
☐ PREPARE RESPONSE FOR SECRETARY FOR GOVERNOR'S SIGNATURE

ASSIGNED TO: ADAMS

TO BE RETURNED TO ADMINISTRATOR'S OFFICE BY: 11/18/2005

THE ADMINISTRATOR'S OFFICE

DRAFTED BY: _____
SIGNIFICANT REVISIONS BY: _____
TYPED: _____
PROOFED: _____
DATE IN: _____
APPROVED: _____
FOLLOW UP BY: _____
DUE DATE: _____

RESPONSE PREPARED BY:

T.E. SEVERE X 8600

(Name / Telephone / Date)

TYPED BY:

T.E. SEVERE

PROOFREAD BY:

J. WADE

SENIOR MANAGER'S APPROVAL: _____

WAS THERE PERSONAL CONTACT WITH THE SENDER? [] YES [] NO

REMARKS: _____



Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

October 21, 2005

The Honorable Brian E. Frosh
The Honorable William A. Bronrott
The Honorable Marilyn R. Goldwater
The Honorable Susan C. Lee
District 16 Delegation
2 East Miller Senate Building
Annapolis, Maryland 21401-1991

Dear Senator Frosh and Delegates Bronrott, Goldwater, and Lee:

Thank you for your letter on behalf of Mr. Anthony J. Segreti, Jr., of 9204 Stone Trail Drive, Bethesda. Mr. Segreti is interested in a sound barrier for the Carderock Springs community, along the outer loop of I-495, between Seven Locks Road and Persimmon Tree Road, in Montgomery County. I appreciate the opportunity to respond to your inquiry.

You may recall that Secretary of Transportation Robert L. Flanagan wrote to you on March 17, 2003 regarding this issue. He outlined the background of the 1990 Citizens Against Beltway Noise (CABN) agreement and mentioned that the preceding Transportation Secretary, John D. Porcari, had agreed to re-extend the CABN agreement to communities which, though part of the original agreement, had not opted to participate in the construction of jointly funded sound barriers offered in that agreement. The offer was that, pending community acceptance and the availability of funding on the State's side, the State would contribute up to \$40,000 per impacted and benefited home, and each affected community would pay any and all costs over that amount.

In August, 2002, information regarding the potential financial exposure was provided to Montgomery County. County officials have indicated that they were open to working with SHA and the communities to provide up-front funding and recoup those costs through a special tax district, as had been done for two other CABN communities. The cost share would be calculated only on residences that had been identified as both impacted and benefited. The communities asked the County about various ways to divide the costs among the residents, but the County indicated that it would not entertain variations from the original formula.

Carderock Springs was one of the communities that showed interest in the re-extended offer. Since State funding has not been available, however, no commitments were finalized. In 2000, our preliminary analysis of the cost of a sound barrier for the Carderock Springs community suggested that a barrier may have been possible without the requirement of a cost-share from that community. This information was conveyed to community representatives in a meeting, along with the proviso that, if actual costs were higher, the community would need to pick up the remainder.

My telephone number/toll-free number is 410-545-0400 or 1-800-206-0770
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410.545.0300 • www.marylandroads.com

The Honorable Brian E. Frosh
The Honorable William A. Bronrott
The Honorable Marilyn R. Goldwater
The Honorable Susan C. Lee
Page Two

Since then, we have seen an escalation of the cost of construction for sound barriers. The revised estimate reveals that the community share would be approximately \$1.22 million of the \$2.62 million cost of the project. This figure is subject to further change. Funding issues at the State level still need to be resolved for these projects to move forward. As before, no funds are currently available for new sound barrier projects through FY 2010. This means that, until such funding is identified, we are unable to say when the Carderock Springs barrier could be funded.

Another important consideration is the ongoing analysis of transportation improvements related to the I-495 corridor. Among alternatives being considered is a widening of the existing highway. Traffic-noise impacts on existing communities are among several environmental issues that are being analyzed. When that process has been completed, Carderock Springs may qualify for sound barriers as a result of a proposed widening. Any barrier that may be requested before a planned widening may have to include infrastructure, such as retaining walls, to accommodate such a widening, which would likely increase the cost. The added cost of this infrastructure could make it more practical to delay the construction of sound barriers until the widening occurred.

Thank you again for your letter and your continuing interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Mr. Charles B. Adams, Director of Environmental Design, SHA at 410-545-8640, toll-free 800-446-5962 or via email at cadams@sha.state.md.us. He will be pleased to assist you. Of course, you should never hesitate to contact me directly.

Sincerely,



Neil J. Pedersen
Administrator

cc: Mr. Charles B. Adams, Director of Environmental Design, SHA
The Honorable Howard A. Denis, Member, Montgomery County Council
James D. Hade, RLA, Noise Abatement Team Leader, SHA
Mr. Anthony J. Segreti, Jr.
Mr. Malcolm G. Stevenson, President, Carderock Springs Citizens' Association

The Honorable Brian E. Frosh
The Honorable William A. Bronrott
The Honorable Marilyn R. Goldwater
The Honorable Susan C. Lee
Page Three

bcc: Ms. Karen Arnold, Environmental Analyst, Planning and Preliminary Engineering, SHA
Ms. Valerie Burnette Edgar, Director of Communications, SHA
Mr. James C. DiPaula, Jr., Chief of Staff, Office of the Governor
James D. Hade, RLA, Noise Abatement Team Leader, SHA
Mr. Joseph Kresslein, Assistant Chief of Project Planning, SHA
Mr. David Marks, Chief of Staff, MDOT
Mr. Edward Miller, Deputy Chief of Staff, Office of the Governor
Ms. Nanette M. Schieke, State Legislative Officer, MDOT
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, SHA
Mr. Douglas H. Simmons, Deputy Administrator for Planning and Engineering, SHA
Ms. Linda I. Singer, Legislative Manager, SHA
Mr. Charlie K. Watkins, District Engineer, SHA

Serial #: None

OED Serial#: None

Noise Customer #: 2961 (Mr. Athony J. Segreti, Jr.)

Responding to letter dated: Follow-up to 09-21-2005 letter from Dist. 16 Delegation (Sen. Frosh, Dels. Bronrott, Goldwater and Lee) to Mr. Charles Adams; the Delegation wrote:

"We have received the enclosed letter from our constituent, Anthony Segreti, Jr., regarding the funding and construction schedule projections for noise abatement at the Carderock Springs community. Would you please look into this matter and provide us with a complete report.

"We appreciate your assistance with this constituent concern. Best regards."

The Honorable Brian E. Frosh
 The Honorable William A. Bronrott
 The Honorable Marilyn R. Goldwater
 The Honorable Susan C. Lee
 Page Four

Mr. Segreti wrote to Sen. Frosh on 09-14-2005:

"I am writing to you to request your assistance in securing funding for a sound barrier along southbound I-395 for the Carderock Springs community in District 16, Montgomery County.

"As you may recall from the attached letter you co-signed in January 2000, the Carderock Springs Community has been actively pursuing the construction of a noise barrier to limit environmental noise pollution from automobile and truck traffic on I-495.

*"In 2001, after completing engineering studies, holding meetings with the Carderock Springs Citizens' Association and receiving a 75% vote in favor of the barrier's construction from impacted homeowners, the State Highway Administration (SHA) offered to construct a sound barrier along the outer loop of I-495 from West of Seven Locks Road to Persimmon Tree Road under a re-extension of the 1989 Citizens Against Beltway Noise (CABN) agreement. The attached letter dated June 11, 2001 from Charles B. Adams, Director, Office of Environmental Design provided a Fiscal Year 2007 time frame for funding this project. Today, four years from the date of Mr. Adams' letter, and less than one year from the start of Fiscal 2007, my recent telephone calls to SHA official have confirmed that the sound barrier project for Carderock Springs has **not** been funded.*

"In light of recent news reports indicating a projected ONE BILLION DOLLAR budget surplus for the State of Maryland in fiscal year 2005, it would be most timely if you would again endorse our community's efforts to secure funding for this sound barrier.

"Therefore, I urge you to contact the State Highway Administration to determine the cause of the funding delay. For your information, I have included in the mailing the letter I wrote to Charles B. Adams today.

"We, your constituents, need your help in this matter. I look forward to your reply."

Mr. Segreti wrote to Mr. Charles B. Adams, 09-14-2005, as follows:

"I am writing to you to obtain an update on the funding status and a projected construction start date of a sound barrier along the outer loop of I-495 from west of Seven Locks Road to Persimmon Tree Road in Bethesda, Montgomery County, Maryland.

"In 2001 your office agreed to construct a sound barrier for the Carderock Springs community under a re-extension of the 1989 Citizens Against Beltway Noise (CABN) agreement with the State Highway Administration incurring substantially all of the construction cost of 1.4 million dollars. The offer followed engineering studies by your office, meetings with the Carderock Springs Citizens' Association, as well as, your office receiving on voting cards, a vote in excess of 75% in favor for the barrier's construction from impacted community homeowners.

"The above events have also been summarized in the attached letter dated February 20, 2003 to the Maryland-National Capital Park and Planning Commission from Malcolm G. Stevenson, President of the Carderock Springs Citizens' Association.

"In you letter dated June 11, 2001 (copy attached) you provided a Fiscal Year 2007 time frame for funding this project. Therefore, I am requesting that you provide our community with an update on the funding for this project and a projected construction start date."

Mr. Segreti's enclosures included: a copy Mr. Segreti's 09-14-2005 letter to Mr. Charles B. Adams (transcribed above); a copy of a 01-17-2000 letter from Dist. 16 to Ms. Paula Laboy with a copy of a 01-14-2000 from Gov. Glendening to Del. Kopp confirming the re-extension of the CABN agreement for a barrier for the Carderock Springs community; a copy of the 06-11-2001 letter from SHA/OED that was the follow-up letter to the 04-30-2001 community meeting; a copy of the 02-20-2003 letter from the Carderock Springs Citizens' Association to the M-NCPPC requesting that MO Co revise its Master Plan to include sound barriers along I-495 for the Carderock Springs communities (both sides of I-495) as part of any Beltway widening project in the Carderock Springs area; and a copy of the "Recommended changes of the Carderock Springs South and Cabin John Citizens Associations to the 01-2003 Public Hearing Draft of an Amendment to the Master Plan of Highways [Transportation] Within Montgomery County, Capital Beltway HOV Lane Project Between the American Legion Bridge and the West Spur, I-1270

Saved: 09/19/05 11:26 AM by: T.E. Severe

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Report reference: ➤

SENATOR BRIAN E. FROSH
DELEGATE WILLIAM A. BRONROTT
DELEGATE MARILYN GOLDWATER
DELEGATE SUSAN C. LEE



Noise Team
16TH DISTRICT DELEGATION
2 EAST MILLER SENATE BUILDING
ANNAPOLIS, MARYLAND 21401-1991
301-858-3124 · 410-841-3124

58

THE MARYLAND GENERAL ASSEMBLY
SIXTEENTH DISTRICT DELEGATION

September 21, 2005

Mr. Charles Adams
Director-Environmental Design
SHA
707 No. Calvert Street
Baltimore, MD 21202

Dear Charlie:

We have received the enclosed letter from our constituent, Anthony Segreti, Jr., regarding the funding and construction schedule projections for noise abatement at the Carderock Springs community. Would you please look into this matter and provide us with a complete report.

We appreciate your assistance with this constituent concern. Best regards.

Sincerely,

Handwritten signature of Brian E. Frosh.

Brian E. Frosh

Handwritten signature of William A. Bronrott.

William A. Bronrott

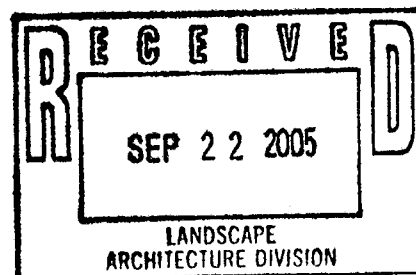
Handwritten signature of Marilyn Goldwater.

Marilyn Goldwater

Handwritten signature of Susan C. Lee.

Susan C. Lee

BEF/WAB/MG/SCL/lcs
Enclosure



September 14, 2005

Senator Brian E. Frosh
Senate of Maryland
Miller Senate Office Building, 2 East Wing
11 Bladen Street
Annapolis, Maryland 21401-1991

Dear Senator Frosh:

I am writing to you to request your assistance in securing funding for a sound barrier along southbound I-495 for the Carderock Springs community in District 16, Montgomery County.

As you may recall from the attached letter you co-signed in January 2000, the Carderock Springs Community has been actively pursuing the construction of a noise barrier to limit environmental noise pollution from automobile and truck traffic on I-495.

In 2001, after completing engineering studies, holding meetings with the Carderock Springs Citizens' Association and receiving a 75% vote in favor of the barrier's construction from impacted homeowners, the State Highway Administration (SHA) offered to construct a sound barrier along the outer loop of I-495 from west of Seven Locks Road to Persimmon Tree Road under a re-extension of the 1989 Citizens Against Beltway Noise (CABN) agreement. The attached letter dated June 11, 2001 from Charles B. Adams, Director, Office of Environmental Design provided a Fiscal Year 2007 time frame for funding this project. Today, four years from the date of Mr. Adams' letter, and less than one year from the start of Fiscal 2007, my recent telephone calls to SHA officials have confirmed that the sound barrier project for Carderock Springs has **not** been funded.

In light of recent news reports indicating a projected ONE BILLION DOLLAR budget surplus for the State of Maryland in fiscal year 2005, it would be most timely if you would again endorse our community's efforts to secure funding for this sound barrier.

Therefore, I urge you to contact the State Highway Administration to determine the cause of the funding delay. For your information, I have included in this mailing the letter I wrote Charles B. Adams today.

We, your constituents, need your help in this matter. I look forward to your reply.

Sincerely,

Anthony J. Segreti Jr.

Anthony J. Segreti, Jr
8204 Stone Trail Drive
Bethesda, Maryland 20817
(301) 793-5900

September 14, 2005

Charles B. Adams
Director
Office of Environmental Design
State Highway Administration
Maryland Department of Transportation
707 North Calvert Street
Baltimore, Maryland 21202

Dear Mr. Adams:

I am writing to you to obtain an update on the funding status and a projected construction start date of a sound barrier along the outer loop of I-495 from west of Seven Locks Road to Persimmon Tree Road in Bethesda, Montgomery County, Maryland.

In 2001 your office agreed to construct a sound barrier for the Carderock Springs community under a re-extension of the 1989 Citizens Against Beltway Noise (CABN) agreement with the State Highway Administration incurring substantially all of the construction costs of 1.4 million dollars. The offer followed engineering studies by your office, meetings with the Carderock Springs Citizens' Association, as well as, your office receiving on voting cards, a vote in excess of 75% in favor for the barrier's construction from impacted community homeowners.

The above events have also been summarized in the attached letter dated February 20, 2003 to the Maryland-National Capital Park and Planning Commission from Malcolm G. Stevenson, President of the Carderock Springs Citizens' Association.

In your letter dated June 11, 2001 (copy attached) you provided a Fiscal Year 2007 time frame for funding this project. Therefore, I am requesting that you provide our community with an update on the funding for this project and a projected construction start date.

Sincerely,



Anthony J. Segreti, Jr.
8204 Stone Trail Drive
Bethesda, Maryland 20817
(301) 793-5900

Enclosures

cc: The Honorable William A. Bronrott, Member, Maryland House of Delegates
The Honorable Howard A. Denis, Member, Montgomery County Council
The Honorable Brian E. Frosh, Member, Senate of Maryland
The Honorable Marilyn R. Goldwater, Member, Maryland House of Delegates
The Honorable Susan C. Lee, Member, Maryland House of Delegates
Mr. Malcolm G. Stevenson, President, Carderock Springs Citizen's Association

SENATOR BRIAN E. FROSH
DELEGATE WILLIAM A. BRONROTT
DELEGATE MARILYN GOLDWATER
DELEGATE NANCY K. KOPP

61
16TH DISTRICT DELEGATION
202 JAMES SENATE OFFICE BUILDING
ANNAPOLIS, MARYLAND 21401-1991
301-858-3124 • 410-841-3124



THE MARYLAND GENERAL ASSEMBLY
SIXTEENTH DISTRICT DELEGATION

January 17, 2000

Ms Paula Laboy
8222 Stone Trail Drive
Bethesda, MD 20817

Dear Ms Laboy:

We have received the enclosed letter from Governor Glendening regarding noise barriers for the Carderock Springs community. We have also sent a copy of this letter to Ben Bialik, the County's liaison to the General Assembly. We shall keep you updated on the progress of the discussions to create a special taxing district.

Thank you for your patience. We will continue to monitor this important matter concerning the quality of life for residents of District 16.

Sincerely,

Brian E. Frosh *William A. Bronrott* *Marilyn Goldwater* *Nancy K. Kopp*
Brian E. Frosh William A. Bronrott Marilyn Goldwater Nancy K. Kopp

BEF/WAB/MG/NKK/lcs
Enclosure

Fax
301 858 3102

STATE OF MARYLAND
OFFICE OF THE GOVERNOR

62



January 14, 2000

PARRIS N. GLENDENING
GOVERNOR

ANNAPOLIS OFFICE
STATE HOUSE
100 STATE CIRCLE
ANNAPOLIS, MARYLAND 21401
(410) 874-3801
(TOLL FREE) 1-800-811-6336

WASHINGTON OFFICE
SUITE 317
444 NORTH CAPITOL STREET, N.W.
WASHINGTON, D.C. 20001
(202) 624-1430

TDD (410) 333-3088

The Honorable Nancy K. Kopp
Maryland House of Delegates
221 Lowe House Office Building
Annapolis MD 21401

Dear Nancy:

Thank you for your continued interest in securing sound barriers for the Carderock Springs community. I enjoyed the opportunity to sit down and discuss this matter with you.

During our meeting last Fall, you asked that I contact our congressional representatives to determine if the community is eligible for federal assistance under the Sound Barrier Program. I have asked my Washington Office to follow-up on this request.

The Maryland Department of Transportation (MDOT) suggested at the meeting that this project could be funded by re-extending the cost-sharing approach to the Carderock Springs community. Under this plan, the State would fund project costs of up to \$40,000 per resident and the community would fund the balance through a special tax district established by Montgomery County. With the project estimated to cost \$2 million, this approach would set the community's share at \$288,000 and the State's share at \$1.7 million. I support extending this approach to the Carderock Springs community.

MDOT has informed me that for this project to continue moving forward, it requires local legislation to create the special tax district to support the bonds. MDOT is working with Montgomery County to see if they are interested in pursuing this project. MDOT will keep you informed of the progress.

Thank you again for your continued interest in this matter. Quality of life issues, such as sound barriers, have been and continue to be one of the cornerstones of my Administration. If I can be of further assistance, please do not hesitate to contact me.

Sincerely,

Parris

Parris N. Glendening
Governor

cc: Gene Lynch, Deputy Chief of Staff
Secretary John Porcari, MDOT



**Maryland Department of Transportation
State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

June 11, 2001

Mr. [covered for privacy]

Bethesda MD 20817-4556

Dear Mr. [covered for privacy]

RE: Property at [covered for privacy] , Bethesda MD 20817-4556

This letter is a follow-up to the April 30 informational meeting, hosted by the State Highway Administration (SHA) at the Clubhouse of the Carderock Springs Swim & Tennis Club, regarding a sound barrier for the Carderock Springs community along the outer loop of I-495 from west of Seven Locks Road to Persimmon Tree Road in Montgomery County. I appreciate the opportunity to provide the following information from the meeting.

The purpose of the meeting was to present the current information about a sound barrier for the community along the outer loop of I-495. There were approximately 47 homeowners present.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." I would like to explain the "Type II" situation first and how it applies to the Carderock Springs community. When a highway already exists and is *not* being expanded, a community that predates the original highway may be considered for a "Type II," or "retrofit," barrier.

The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development process. All of the following technical criteria must be met for a barrier to be approved: the majority of the impacted homes must predate the highway; existing noise levels must equal or exceed the 66 decibel impact threshold; and an effective barrier must be able to be built for \$50,000 or less per benefited home (from our current Sound Barrier Policy that went into effect May 11, 1998). If these criteria are met, the local jurisdiction in which the community is located must have an ordinance that addresses the impact of noise on new residential development, and the local jurisdiction must agree to fund 20 percent of the barrier cost. SHA has evaluated the Carderock Springs community, adjacent to the outer loop of I-495, for a Type II sound barrier and determined that the community was not eligible because its residences were constructed after the completion of the original construction of I-495 in 1964.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Mr. [Covered for privacy]
Page Two

In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. We do so to comply with environmental laws that were passed in the 1970s that require the evaluation of a range of potential environmental impacts, including noise. Prior to the last widening of I-495, under the previous policy, SHA performed an environmental analysis to determine if future noise levels would be increased by 5 decibels or more over the condition of *not* constructing the improvements and equal or exceed the impact threshold of 67 decibels and, if so, whether those noise levels could be reduced for a reasonable cost. Affected homes must have predated the 1988 approval of the highway improvements. The evaluation considered the communities along I-495 in the general area from Bradley Boulevard to the Maryland-Virginia state line. The evaluation determined noise levels would not increase by 5 decibels and that the cost of barriers to protect these communities exceeded the State's maximum cost of \$40,000 per residence. Those communities joined together to form an organization called *Citizens Against Beltway Noise* (CABN) to seek legal action to obtain sound barriers. In 1989, an agreement was reached with CABN. Only two of the member communities agreed to fund the cost of the sound barrier over the \$40,000 per residence limit. Montgomery County agreed to advance the funds to SHA and would then recoup the funds through the establishment of special tax districts for the participating residents. CABN, in turn, agreed to waive any right to legal action related to I-495 widening. The only residences that entered into the subject agreement are located on Thornley Court, including the Gibson Grove Zion Church, and along Arrowood Road. The remaining communities did not agree to participate in the cost-sharing agreement.

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Our analysis of the Carderock Springs community, located along the outer loop of I-495 from west of Seven Locks Road to Persimmon Tree Road, has determined that 25 homes and the Carderock Springs Elementary School are currently impacted by highway noise. With the school counted as equivalent to 10 individual residences, the State can fund up to \$1.4 million for this sound barrier. SHA's preliminary cost estimate for a barrier to protect the Carderock Springs community along the outer loop of I-495 starting from the end of the existing Thornley Court sound barrier to Persimmon Tree Road to be \$1.4 million. Should the actual construction cost of the sound barrier exceed this \$1.4 million, the community would need to fund the difference.

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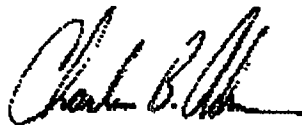
Mr. [covered for privacy]
Page Three

The next step is for the owners of the impacted and benefited residences to vote on whether or not the barrier should be constructed. A 75 percent concurrence is required for the project to move forward. Should the community achieve the 75 percent concurrence and accept the re-extended CABN offer, the design of the barrier would commence approximately one year prior to the construction start. Enclosed is a voting card that asks your selection and signature for the approval or disapproval of the proposed sound barrier project. If two homeowners are indicated on the card, a selection should be chosen and both signatures should be written. The enclosed card is postage paid. Please indicate your choice, sign the card, fold it in half with the return address to the outside, seal it with tape and return it as soon as possible. After all the voting cards have been received, we will forward the results to you.

Since the meeting on April 30, we have learned that all of the sound barrier funding in the current six-year plan (2001-2006) is already committed. Therefore, at this time, funding would likely not be available before Fiscal Year 2007 (which starts in July 2006).

Thank you for your interest in the State's Sound Barrier Program. If you have any questions or concerns, please do not hesitate to contact Ms. Natalie Hardy, of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nhardy@sha.state.md.us. She will be happy to assist you.

Sincerely,



Charles B. Adams
Director
Office of Environmental Design

Enclosures

cc: The Honorable William A. Bronrott, Member, Maryland House of Delegates
The Honorable Howard A. Denis, Member, Montgomery County Council
The Honorable Brian E. Frosh, Member, Senate of Maryland
The Honorable Marilyn R. Goldwater, Member, Maryland House of Delegates
Ms. Natalie B. Hardy, Special Assistant to the Director, Office of Environmental Design,
State Highway Administration
The Honorable Nancy K. Kopp, Member, Maryland House of Delegates
Mr. Bob Simpson, Senior Planning Specialist, Montgomery County Department of
Public Works and Transportation

CARDEROCK SPRINGS CITIZENS' ASSOCIATION

**P.O. Box 237
Cabin John, MD 20818-0237**

February 20, 2003

Maryland-National Capital Park
and Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910-3760

Re: Public Hearing Draft
Amendment to the Master Plan
of Highways (Transportation) in
Montgomery County
Capital Beltway HOV Lane Project (Between American
Legion Bridge and West Spur I-270)

Dear Sir/Madam:

This letter is written on behalf of the Carderock Springs Citizens' Association (the Association) in opposition to the above-referenced proposal to amend the Master Plan of Highways (Transportation) to widen the Capital Beltway between the American Legion Bridge and the West Spur of I-270. The Association represents the interests of approximately 400 homeowners, many of whom abut both sides of the Beltway along a stretch of the road beginning approximately half a mile west of the River Road exit. The community's interests accordingly are vitally affected by the proposed widening of the Beltway.

In particular, the Association was shocked to learn that, despite prior public assurances by State officials and appropriate action by affected homeowners, no provision has been made in the Master Plan for the inclusion of appropriate sound barriers along either the outer or inner loop of the Beltway from west of Seven Locks Road to Persimmon Tree Road, either separate from or as a part of, any Beltway widening project. Further, it appears that the State's offer to community residents regarding an outer loop barrier has not been placed in line for funding as promised. In fact, the Association has for years been led to believe that (1) it is eligible for sound barriers and (2) it has been included in the list of communities which will ultimately get sound barriers when funding is available for them, without regard to any modification of the Beltway in this area.

By way of background, an extensive sound analysis and engineering study was performed on our community by Skelly and Loy, an engineering and consulting firm retained by the Maryland State Highway Administration (SHA). In 2001, the SHA, following earlier public meetings with the community and the subsequent noise studies, renewed an offer originally made in the late 1980s to various communities in the area. That offer provides for the State to fund up to \$40,000 per impacted and benefited home, existing at the time of the original offer, toward the cost of a sound barrier, with the community funding the balance. Separate offers were extended to residents along the outer and inner loops of the Beltway respectively inasmuch as the State deemed them to entail separate barrier projects.

At an informational meeting hosted by the SHA on April 30, 2001 at the Carderock Springs Swim & Tennis Club, State officials, including in particular Noise Engineer Jim Hade, presented the results of the SHA noise studies with regard to the proposed outer loop barrier. (SHA at an earlier meeting presented the results of its study regarding the proposed inner loop barrier, finding that a barrier was warranted.) Mr. Hade indicated that it appeared possible to build barriers on along the outer loop for about \$1.4 million, which was the total allowance that the State would be willing to pay for the impacted homes in Carderock Springs plus the Carderock Springs Elementary School. Mr. Hade estimated that, in light of other communities that were already in line for barriers, funding might not be available until Fiscal Years 2006 or 2007 at the earliest. Mr. Hade and County representative Robert Simpson also indicated that impacted homeowners might have to pay a relatively small part of the costs of the barriers; in that regard, Mr. Simpson outlined the process for County assistance in financing barrier projects.


Attached hereto is a letter dated June 11, 2001 from Mr. Charles Adams of the Maryland State Highway Administration (SHA) to Mr. And Mrs. Felix B. Laboy, impacted homeowners who reside along the outer loop of the Beltway. That letter sets forth in detail the history of this matter and the SHA offer to construct barriers along the outer loop. It should be stressed that, in accordance with the process, during the summer of 2001 the SHA conducted a formal written survey of the owners of the impacted and benefited residences, and at least 75% voted in favor of barrier construction.

It is obvious that, wholly apart from any Beltway widening project, the Carderock Springs community is eligible for sound barriers, the SHA has extended a barrier offer to affected homeowners along the Beltway outer loop, and affected homeowners have accepted the offer. Under these circumstances, the Association strenuously opposes any proposed amendment of the Master Plan which does not include barriers. Such action would be a breach of State's agreement with the community and a betrayal of the community's trust. Attached hereto are recommended

changes to the draft Amendment to the Master Plan prepared by proponents of the inner loop barrier. The Association supports these changes and urges their adoption.

Thank you for your consideration of these comments. The Association would be pleased to provide any additional information you may desire.

Sincerely yours,



Malcolm G. Stevenson
President
Carderock Springs Citizens' Association

cc: The Honorable Brian E. Frosh
The Honorable William A. Bronrott
The Honorable Marilyn R. Goldwater
The Honorable Susan C. Lee
The Honorable Howard A. Denis
Mr. James Hade
Mr. Charles Adams
Mr. Robert Simpson

Recommended Changes of the Carderock Springs South
and Cabin John Citizens Associations
To the January 2003 Public Hearing Draft of
An Amendment to the Master Plan of Highways [Transportation]
Within Montgomery County
Capital Beltway HOV Lane Project
Between the American Legion Bridge and the West Spur, I-270

1. Staff should incorporate into the "Background" discussion on pp 1-3 a paragraph reflecting the long-standing, unresolved concerns of residents adjacent to this area of the Beltway about ever-increasing levels of noise from ever-increasing Beltway traffic, as presented in written and oral testimony on the Public Hearing Draft. This discussion should reflect as well the fact that the problem will only worsen as a result of natural traffic growth.
2. The recommended changes to the 1990 Bethesda-Chevy Chase Master Plan should be amended as follows (p. 5-6 of Public Hearing Draft):

Page 113, Table 13:

Revise "Recommendations" column to read as follows:

"Add HOV lanes, plus appropriate sound barrier mitigation"

Page 112, "Capital Beltway" addition from Public Hearing Draft:

Add the following to the end of the current draft:

The State Highway Administration has already determined that traffic noise levels at residences adjacent to the Beltway in this area are excessive and warrant remediation. This situation will only worsen with the HOV lane construction. Integral to the construction of the HOV lanes, if not previously remediated, is the need to ensure that appropriate sound barriers are constructed on both sides of the Beltway adjacent to the HOV lane construction area, either before or concurrent with HOV lane construction.

3. The "Capital Beltway" discussion in the Bethesda-Chevy Chase Master Plan, as modified above, should also be added to the Potomac Subregion Master Plan.

September 14, 2005

Charles B. Adams
Director
Office of Environmental Design
State Highway Administration
Maryland Department of Transportation
707 North Calvert Street
Baltimore, Maryland 21202

Dear Mr. Adams:

I am writing to you to obtain an update on the funding status and a projected construction start date of a sound barrier along the outer loop of I-495 from west of Seven Locks Road to Persimmon Tree Road in Bethesda, Montgomery County, Maryland.

In 2001 your office agreed to construct a sound barrier for the Carderock Springs community under a re-extension of the 1989 Citizens Against Beltway Noise (CABN) agreement with the State Highway Administration incurring substantially all of the construction costs of 1.4 million dollars. The offer followed engineering studies by your office, meetings with the Carderock Springs Citizens' Association, as well as, your office receiving on voting cards, a vote in excess of 75% in favor for the barrier's construction from impacted community homeowners.

The above events have also been summarized in the attached letter dated February 20, 2003 to the Maryland-National Capital Park and Planning Commission from Malcolm G. Stevenson, President of the Carderock Springs Citizens' Association.

In your letter dated June 11, 2001 (copy attached) you provided a Fiscal Year 2007 time frame for funding this project. Therefore, I am requesting that you provide our community with an update on the funding for this project and a projected construction start date.

Sincerely,



Anthony J. Segreti, Jr.
8204 Stone Trail Drive
Bethesda, Maryland 20817
(301) 793-5900

Enclosures

cc: The Honorable William A. Bronrott, Member, Maryland House of Delegates
The Honorable Howard A. Denis, Member, Montgomery County Council
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Mr. Malcolm G. Stevenson, President, Carderock Springs Citizen's Association



**Maryland Department of Transportation
State Highway Administration**

71
Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

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Bethesda MD 20817-4556

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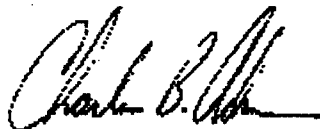
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Charles B. Adams
Director
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Enclosures

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CARDEROCK SPRINGS CITIZENS' ASSOCIATION

**P.O. Box 237
Cabin John, MD 20818-0237**

February 20, 2003

Maryland-National Capital Park
and Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910-3760

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Montgomery County
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Malcolm G. Stevenson
President
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Recommended Changes of the Carderock Springs South
and Cabin John Citizens Associations
To the January 2003 Public Hearing Draft of
An Amendment to the Master Plan of Highways [Transportation]
Within Montgomery County
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Between the American Legion Bridge and the West Spur, I-270

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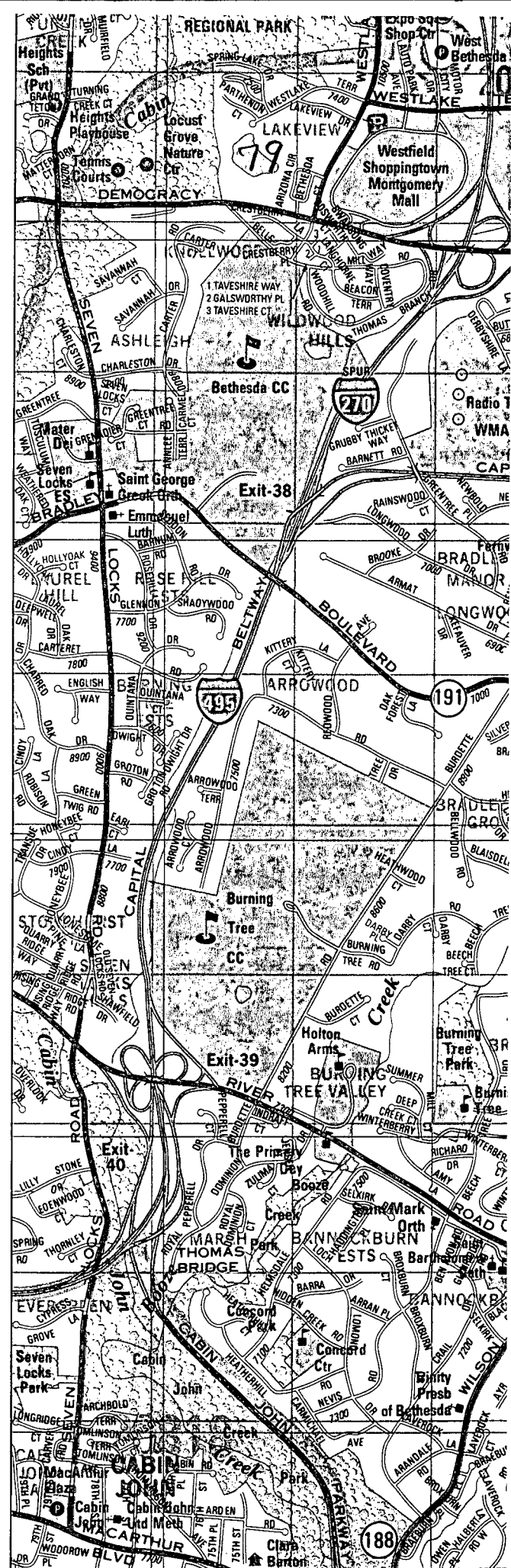
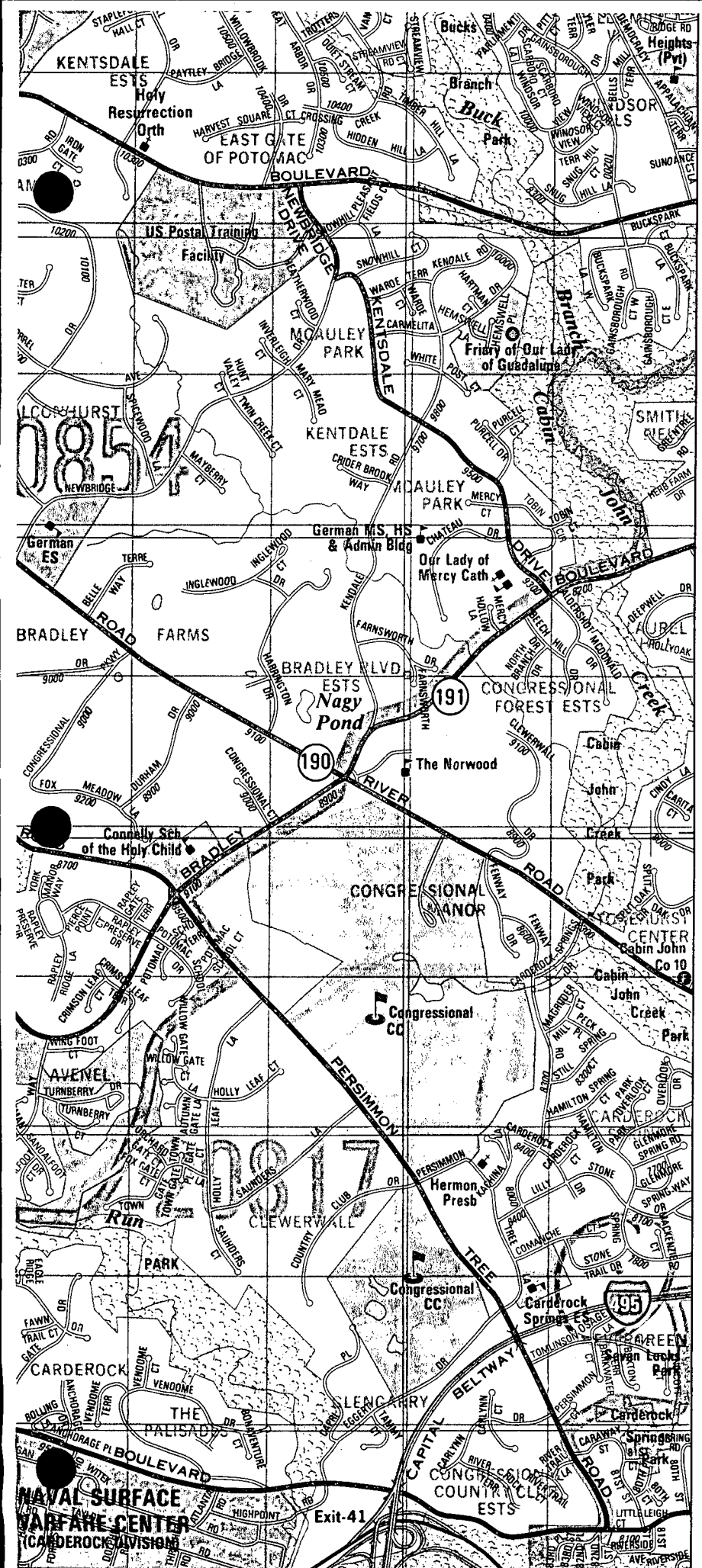
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Customer Info. View for 2003										Tuesday, September 13, 2005 11:58 AM		Admin	
ID #	MAP	DATE	Letter or Phone on	LAST NAME	FIRST NAME	Active?							
2961		09/01/2005	Phone	SEGRETI	Mr. Anthony J., Jr.	<input checked="" type="checkbox"/>							
STREET#	STREET NAME		COUNTY	CITY (Post office)	ZIP CODE	Representative stat							
8204	Stone Trail Drive		MO	Bethesda	20817-4556	private							
Elected Official whom has communicated directly to us on this cu							Find Next						
DAY PHONE	HOME PHONE		E-Mail address		COMMUNITY	HDR Dbase Link							
240-631-7476 cell					Carderock Springs								
Logical Project Limit	ROADWAY		I-495		BarrierNam								
outer loop I-495 between Seven Locks Rd and Persimmon Tree Rd													
RESPONSE:				INQUIRY:				2nd Contact					
				wants noise test & barrier									
				Last Contact		Researcher	Primary SHA Contact						
				09/02/2005			Jim		Construction Projects				
FILE LOCATION:		OTHER:		Current commitm									
Do we owe a letter:		Letter Commit due da		Reason Letter is Lat		n/a							
LAST action		Letter signed dat											
09-05-05 Ted called Mr. Segreti; got voice mail & left message that voting was 22 Yes and 1 No out of possible 28 total votes (75% of 28 = 21 votes)													
Comments: This field can not be sorted or searched.													
OPPE or Hwy rep.current type 1													
09-02-05 Mr. Segreti called Jim to request voting results & status on funding; Jim shared that no funding has been added to program, none new since; he interpreted last letter to mean that funding would happen in 2005; he will write													
08-04-05 Mr. Segreti called; spoke w/Ted Severe; wants to know status of barrier for comm; too much time has elapsed; will be contacting to find out when funding can be identified; provided contact info for Sue Rajan for I-495 corridor study													
All Elected Officials: 09-2005 EO's Dist. 16 Sen. Brian E. Frosh; Dels. William A. Bronrott; Marilyn R. Goldwater; Susan C. Lee; MO Cncl Howard A. Denis													
Comment Journal, and letter hyperlinks \\shadgn\vol1\user\oed\Noise\IDbase\Customer_notes\													
Consultant Fir. 1-888-375-1975 outside MD													

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80

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Maryland Department of Assessments and Taxation
MONTGOMERY COUNTY
Real Property Data Search

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Account Identifier: District - 10 Account Number - 00873304

Owner Information

Owner Name: SEGRETI, ANTHONY J JR, & MARITA K LIEBEGUT
Use: RESIDENTIAL
Principal Residence: YES
Mailing Address: 8204 STONE TRAIL DR BETHESDA MD 20817-4556
Deed Reference: 1) /22556/ 282
2)

Location & Structure Information

Premises Address
8204 STONE TRAIL DR
BETHESDA 20817-4556

Legal Description
CARDEROCK SPRINGS

Map	Grid	Parcel	Sub District	Subdivision	Section	Block	Lot	Assessment Area	Plat No:	7970
GN12				8		R	40	2	Plat Ref:	

Special Tax Areas
Town Ad Valorem Tax Class 42

Primary Structure Built	Enclosed Area	Property Land Area	County Use
1966	1,189 SF	16,653.00 SF	111
Stories SPFOY	Basement	Type SPLIT FOYER	Exterior 1/2 BRICK FRAME

Value Information

	Base Value	Value As Of 01/01/2005	Phase-in Assessments As Of 07/01/2005	As Of 07/01/2006
Land:	218,460	438,410		
Improvements:	181,270	176,590		
Total:	399,730	615,000	471,486	543,242
Preferential Land:	0	0	0	0

Transfer Information

Seller: LIEBEGUT, MARITA K	Date: 12/16/2002	Price: \$0
Type: NOT ARMS-LENGTH	Deed1: /22556/ 282	Deed2:
Seller: MARK W RAYMOND ET AL	Date: 04/20/1999	Price: \$0
Type: NOT ARMS-LENGTH	Deed1: /17007/ 330	Deed2:
Seller: ILEANA FLEISHMAN	Date: 06/08/1998	Price: \$289,000
Type: IMPROVED ARMS-LENGTH	Deed1: /15921/ 111	Deed2:

Exemption Information

Partial Exempt Assessments	Class	07/01/2005	07/01/2006
County	000	0	0
State	000	0	0
Municipal	000	0	0

Tax Exempt: NO
Exempt Class:

Special Tax Recapture:

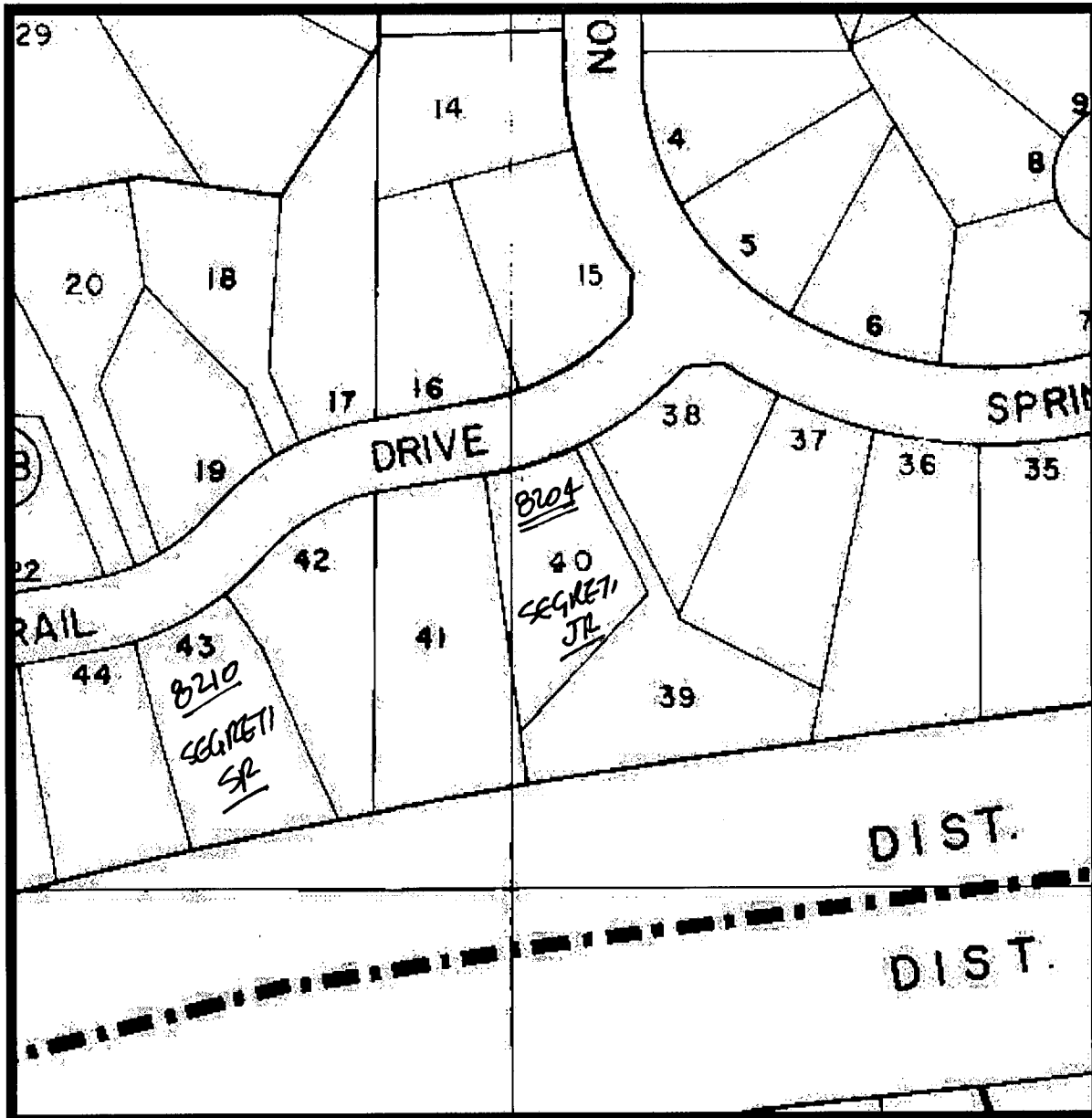
* NONE *



Maryland Department of Assessments and Taxation
MONTGOMERY COUNTY
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District - 10 Account Number - 00873304



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Street
8204 stone trail drive

City
bethesda

State
md

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Longitude Latitude
-77.16819 38.98279

GO



8204 Stone Trail Dr, Bethesda, MD 20817
7 km W of Bethesda, Maryland, United States 4/7/2002

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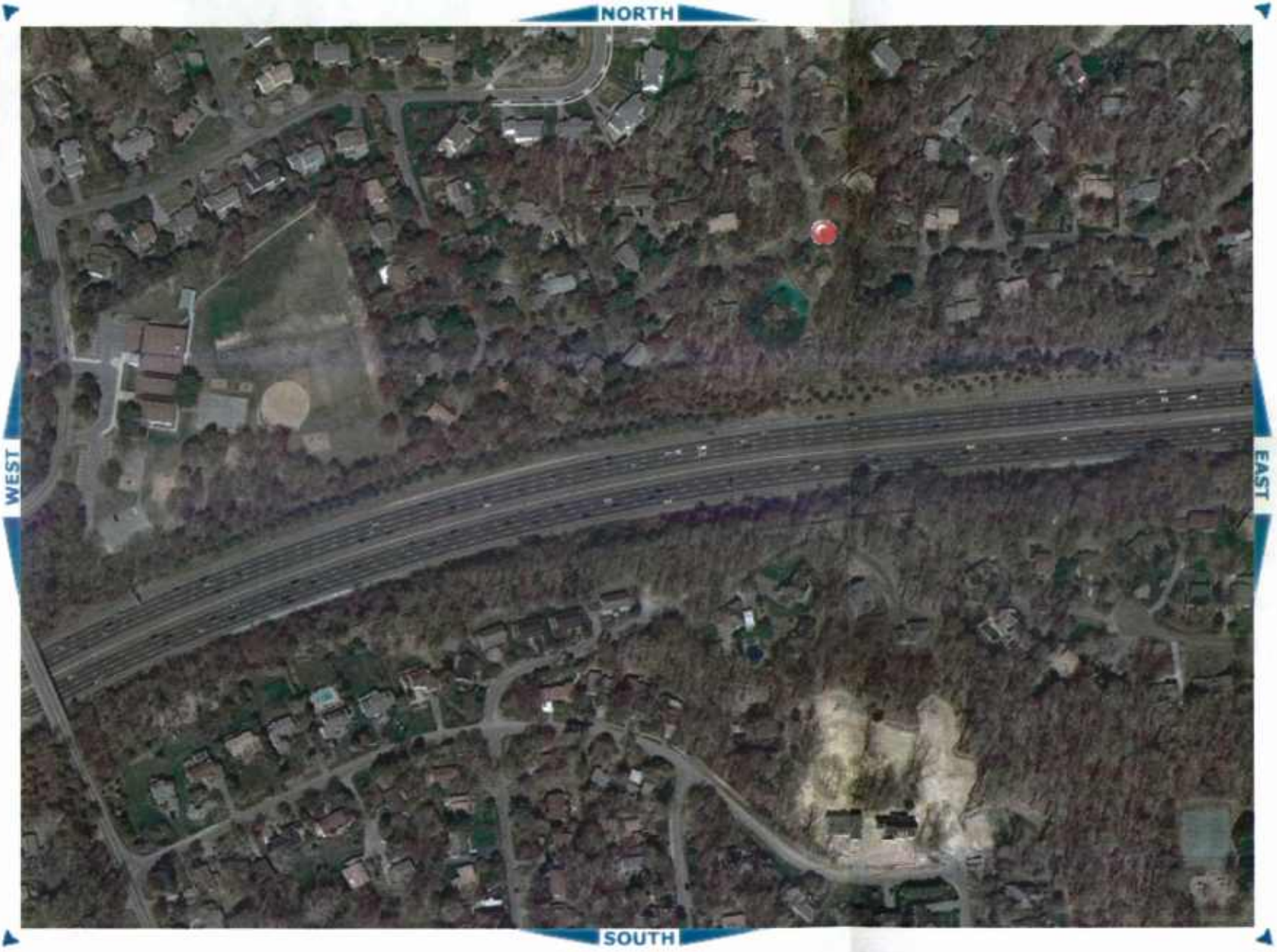


Image courtesy of the U.S. Geological Survey



- House and Home Demographics:**
- Schools, Crime and Demographics for 20817
 - Schools, Crime and Demographics for 20818

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STEVENSON, MALCOLM G [more info](#)

 8609 Fenway Dr
 Bethesda, MD 20817-2709
 (301) 469-4962

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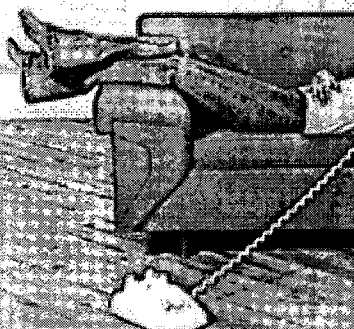
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Customer Info. View for 2003				Friday, September 02, 2005 01:43 PM		Admin	
ID #	MAP	DATE	Letter or Phone only	LAST NAME	FIRST NAME	Active?	
1247		02/11/1997		SEGRETI	Anthony J. & Joan M.	<input checked="" type="checkbox"/>	
STREET#	STREET NAME		COUNTY	CITY (Post office)	ZIPCODE	Representative statu	
8210	Stone Trail Drive		MO	Bethesda	20817-4556		
Find Next							
Elected Official whom has communicated directly to us on this customer							
DAY PHONE		HOME PHONE		E-Mail address		COMMUNITY HDR Dbase Link	
		301-469-6442				Carderock Springs	
Logical Project Limits		ROADWAY: I-495		BarrierName			
RESPONSE				INQUIRY			
orig offer being re-extended to comm - State to fund up to \$40K per home - comm to provide balance - will coord with comm assoc				Wants noise test & Barrier			
				Last Contact		2nd Contact	
				09/02/2005		Ted Severe	
				Researcher: KEN		Primary SHA Contact	
						Construction Projects	
FILE LOCATIO		OTHER		Current commitment		Jim Hade	
HALL: I-495 CARDEROCK SPRINGS				CABN offer re-extended			
Do we owe a letter? <input type="checkbox"/>		Letter Commit due date:		Reason Letter is Late			
		Letter signed date:		03/29/2000			
LAST action:							
<p>9/2/05: Mr. Segreti called Jim to request voting results, and status on funding. Jim shared that no funding has been added to the program, none new since. He interp. The last letter to mean that funding would happen in 06. He will write.</p> <p>Comments: This field can not be sorted or searched. OPPE or Hwy rep.current type 1 inf</p> <p>9/2/05: Mr. Segreti called Jim to request voting results, and status on funding. Jim shared that no funding has been added to the program, and no new barriers since that time. He interp. The last letter to mean that funding would happen in 06. He will write a letter requesting the status</p> <p>8-4-05 Mr. Segreti called; spoke w/Ted Severe; wants to know status of barrier for comm; too much time has elapsed; will be contacting to find out when funding can be identified; provided contact info for Sue Rajan for I-495 corridor study info.</p> <p>03-29-2000 Fred's info letter</p>							
All Elected Officials:		05/2005 EO's Dist. 16 Sen. Brian E. Frosh; Dels. William A. Bronrott; Marilyn R. Goldwater; Susan C. Lee; MO Cncl Howard A. Denis					
Comment Journal, and letter hyperlinks							
Consultant Fir		1-888-375-1975 outside MD					

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FIND & SEND
 RESULTS OF VOTING
 TO MR. SEGRETI ASAP

DATA JR
 240-631-7476

call 9/6 @ 12:22pm
 227 of 28 votes
 IN
 left over

85

From: JIM HADE
To: TED SEVERE
Date: 09/08/2005 1:37:50 PM
Subject: Carderock Vote results

Ted:

Please prepare a letter response to Anthony Sigretti of Carderock, giving the results of the vote.

This is due on Tuesday 9/13/05.

Thanks
Jim

James Hade, RLA
Noise Abatement Team Leader
Maryland State Highway Administration
Ph 410-545-8599
Fx 410-209-5003

CC: DAN UEBERSAX

86

G



Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

October 27, 2005

The Honorable Robert J. Garagiola
Senate of Maryland
104 James Senate Office Building
110 College Avenue
Annapolis MD 21401-1991

Dear Senator ~~Garagiola~~ ^{Rob}:

This letter is a follow-up to the email from your constituent, Ms. Ruma Sikka, of 8309 Old Seven Locks Road, Bethesda, regarding a sound barrier to protect her home which is adjacent to I-495 in Montgomery County. Ms. Sikka's email was forwarded to State Highway Administration (SHA) District Engineer Charlie K. Watkins who, in turn, forwarded the email to the Office of Environmental Design. I appreciate the opportunity to respond to Ms. Sikka's inquiry.

Mr. and Mrs. Sunil Sikka contacted the District 16 Delegation (Senator Brian E. Frosh and Delegates William A. Bronrott, Marilyn R. Goldwater, and Susan C. Lee) in Fall 2002 regarding the sound barrier then under construction for the Burning Tree Estates community, along the outer loop of I-495 between Bradley Boulevard and River Road. At the time this sound barrier was under design, Mr. and Mrs. Sikka's home did not exist. Their home was completed in 2002 while the sound barrier for the Burning Tree Estates was being constructed. The design of the sound barrier did not need to extend as far south along I-495 as the location of the Sikka home. Enclosed, for your information, is a copy of the November 18, 2002 letter sent to the District 16 delegation. We are also enclosing a copy of the display referred to in that letter.

The SHA is currently considering various transportation capacity improvements for the entire I-495 corridor. As we come closer to narrowing the various proposals, we will also analyze the environmental impacts for each proposal, including highway traffic noise level impacts. If you have any additional questions about these potential improvements, please do not hesitate to contact Ms. Sue Rajan, of SHA's Office of Planning and Preliminary Engineering. She can be reached at 410-545-8514 or via email at srajan@sha.state.md.us. She will be pleased to assist you.

My telephone number/toll-free number is 410-545-0400 or 1-800-206-0770

Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410.545.0300 • www.marylandroads.com

The Honorable Robert J. Garagiola
Page Two

Thank you for your email on behalf of Mr. and Mrs. Sikka. If you have additional questions or concerns, please do not hesitate to contact Mr. Charles B. Adams, Director of Environmental Design, SHA at 410-545-8640, toll-free 800-446-5962 or via email at cadams@sha.state.md.us. He will also be pleased to assist you. Of course, you should never hesitate to contact me directly, if you prefer.

Sincerely,



Neil J. Pedersen
Administrator

Enclosures

cc: Mr. Charles B. Adams, Director, Office of Environmental Design, SHA
The Honorable Jean B. Cryor, Member, Maryland House of Delegates
The Honorable Howard A. Denis, Member, Montgomery County Council
The Honorable Kathleen M. Dumais, Member, Maryland House of Delegates
The Honorable Brian J. Feldman, Member, Maryland House of Delegates
Mr. Charlie K. Watkins, District Engineer, SHA

The Honorable Robert J. Garagiola
Page Three

bcc: Ms. Karen Arnold, Environmental Analyst, Office of Planning and Preliminary Engineering, SHA
Ms. Valerie Burnette Edgar, Director of Communications, SHA
James D. Hade, RLA, Noise Abatement Team Leader, SHA
Mr. James D. DiPaula, Chief of Staff, Office of the Governor
Mr. Joseph Kresslein, Assistant Division Chief, Project Planning, Office of Planning and Preliminary Engineering, SHA
Mr. David Marks, Chief of Staff, Maryland Department of Transportation
Mr. Edward Miller, Deputy Chief of Staff, Office of the Governor
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation
Ms. Debbie Seibert, Special Assistant to the Administrator, SHA
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, SHA
Mr. Douglas H. Simmons, Deputy Administrator for Planning and Engineering, SHA
Ms. Linda I. Singer, Legislative Manager, SHA

Serial #: None

OED Serial#: None

Noise Customer #: 2612

Responding to letter dated: Follow-up to 10-14-2005 email from Ms. Ruma Sikka to Sen. Garagiola, who, in turn, forwarded the email to Dist. Eng. Watkins, who, in turn, forwarded the email to Mr. Charles Adams for response; Ms. Sikka wrote:

"Hi Senator, I am still waiting to find out as to what happened with the plans of putting a sound barrier between 495 and our house, every time I address this questions I am told the because we bought this land recently we don't get a wall, but that doesn't stand to logic, other people have bought their house recently did get a wall around their houses because they happen to be in the middle of the section which was planned to get the wall.

"Only 2 homes are left without the wall because we were at the end of the section and it was something the state could conveniently not do. I think we deserve a sound wall too, since we do pay our taxes like others and also are good Samaritans as we do our civic duty of voting every year. I would appreciate an answer from the Senator and not a representative as it has been many times before, I am addressing this letter to him. Also if he gets a chance to "door knock" at our home we would sincerely welcome him."

Saved: 10/18/05 12:33 PM by: T.E. Severe
N:\OED\NOISE\CORRESP\2005\GARAGIOLARJ01.doc

Enclosures:

One copy of letter to District 16 Delegation dated 11-18-2002 regarding the sound barrier for the Sikka family at 8309 Old Seven Locks Road, Bethesda. The original inquiry was written to the District 16 delegation. The Sikka residence is in District 15.

One copy of the May 2000 display of the proposed sound barrier for the Burning Tree Estates community.



**Maryland Department of Transportation
State Highway Administration**

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

November 18, 2002

The Honorable Brian E. Frosh
Senate of Maryland
Suite 800 West
7315 Wisconsin Avenue
Bethesda MD 20814-3417

The Honorable William A. Bronrott
Maryland House of Delegates
4415 Rosedale Avenue
Bethesda MD 20814-4752

The Honorable Marilyn R. Goldwater
The Honorable Susan C. Lee
Maryland House of Delegates
221 Lowe House Office Building
6 Governor Bladen Boulevard
Annapolis MD 21401-1991

Dear Senator Frosh and Delegates Bronrott, Goldwater, and Lee:

This is a follow-up to your letter to State Highway Administration District Engineer Charlie K. Watkins on behalf of your constituent, Mr. Sunil K. Sikka, of 8309 Old Seven Locks Road, Bethesda, Maryland, regarding the sound barrier currently under construction for the Burning Tree Estates community, along the outer loop of I-495 from Bradley Boulevard to near River Road in Montgomery County. I appreciate the opportunity to respond to your inquiry.

The sound barrier under construction for the Burning Tree Estates community runs along the shoulder of I-495 (outer loop), beginning at Bradley Boulevard and ending opposite 8401 and 8405 Old Seven Locks Road. The difference in elevation between the highway and this portion of the community presented a challenge in the design of a sound barrier. The most effective way to provide meaningful noise reduction for the homes at the top of the hill would be to locate the barrier closer to the homes near the top of the slope. This option would have effectively cut some of those lots in half, and the affected residents could not agree to such a proposal. We also looked at a barrier location in the mid-slope area, to lessen the impact to each of the properties. An effective barrier at this location was not feasible. As a result, we designed the barrier that is now under construction. While we were designing the barrier, Mr. Sikka's home at 8309 Old Seven Locks Road did not exist. Rather, it has only just been constructed this year. The enclosed display, distributed at the Burning Tree Estates community informational meeting held in May 2000, illustrates the first design. Mr. Sikka's residence is located farther south along the outer loop of I-495. That area was not included in the display.

My telephone number is 410-545-0400 or 1-800-206-0770

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

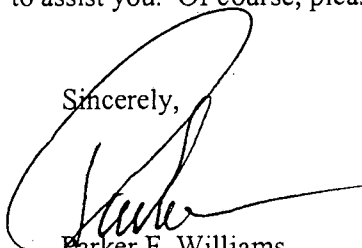
Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

The Honorable Brian E. Frosh
The Honorable William A. Bronrott
The Honorable Marilyn R. Goldwater
The Honorable Susan C. Lee
Page Two

The goal of our Type II sound barrier program is to reduce noise in communities where the homes were built prior to the construction of the highway. This was not the case with Mr. Sikka.

Thank you again for your letter and your continuing interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Mr. Charles Adams, our Director of Environmental Design, at 410-545-8640, 1-800-446-5962 or, by e-mail, at cadams@sha.state.md.us. He will be happy to assist you. Of course, please do not hesitate to contact me directly, if you prefer.

Sincerely,



Parker F. Williams
Administrator

Enclosure

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration
The Honorable Howard A. Denis, Member, Montgomery County Council
Mr. Sunil K. Sikka
Mr. Charlie K. Watkins, District Engineer, State Highway Administration

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From: CHARLES ADAMS
To: JIM HADE
Date: 10/17/2005 2:00:26 PM
Subject: Fwd: FW: SOUND WALL

Jim, do we have a history with this individual and if so, what is the story?

>>> Charlie Watkins 10/17/2005 1:37:53 PM >>>
 Charlie,

Can you address Senator Garagiola's request?

Thanks,
 CKW

-----Original Message-----

From: Senator Rob Garagiola [mailto:Rob_Garagiola@senate.state.md.us]
 Sent: Monday, October 17, 2005 1:31 PM
 To: Charlie Watkins
 Subject: FW: SOUND WALL

Rob asked that I contact you about Ms. Sikka. I have contacted you all about Ms. Sikka issue in the past. Rob asked since she said others are getting sound walls we need a answer. Thanks for your help, Diane -----
 Original Message-----

From: Ruma Sikka [mailto:rumasikka@hotmail.com]
 Sent: Friday, October 14, 2005 12:04 AM
 To: Rob_Garagiola@senate.state.md.us
 Subject: SOUND WALL

Hi Senator, I am still waiting to find out as to what happened with the plans of putting a sound wall between 495 and our house, every time I address this question I am told that because we bought this land recently we dont get a wall, but that dosen't stand to logic, other people have bought their houses recently did get a wall arround their houses because they happen to be in the middle of the section which was planned to get the wall.

Only 2 homes are left without the wall because we were at the end of the section and it was something the state could conveniently not do. I think we desereve a sound wall too, since we do pay our taxes like others and also are good samaritians as we do our civic duty of voting every year. I would appreciate an answer from the Senator and not a representative as it has been many times before, I am addressing this letter to him. Also if he gets a chance to "door knock" at our home we would sincerely welcome him.

Thank you,

Ruma Sikka
 8309 Old Seven Locks Rd
 Bethesda, Md 20817

Ed's ¹ DIST. ¹⁵ - Sen. Robert Garagiola

Del. Jean B. Cryor
 Kathleen M. Dumais
 Brian J. Felder

Moq.

Howard A. Davis

Customer Info. View for 2003				Monday, October 17, 2005 03:41 PM		Admin	
ID #	MAP	DATE	Letter or Phone on	LAST NAME	FIRST NAME	Active?	
2612		07/02/2002	Phone	SIKKA	Mr. Sunil K.	<input checked="" type="checkbox"/>	
STREET#	STREET NAME	COUNTY	CITY (Post office)	ZIP CODE	Representative stat		
8309	Old Seven Locks Road	MO	Bethesda	20817-2009	private		
Elected Official whom has communicated directly to us on this cu							Find Next
DAY PHONE	HOME PHONE	E-Mail address		COMMUNITY	HDR Dbase Link		
cell: 202-365-2303	301-767-3317			Burning Tree Estates			
Logical Project Limit	ROADWAY	I-495		Barrier Nam			
outer loop I-495 from Bradley Blvd. To approx. River Rd.							
RESPONSE	INQUIRY			2nd Contact			
Sikka's house, built in 2002, did not exist when barrier was designed; barrier ends near 8401 & 8405 Old Seven Locks Rd				barrier stops at his home - why is his home not protected?			
Last Cont				Researcher	Primary SHA Contact		
07/02/2002				Nicole			
FILE LOCATION	OTHER		Current commitm		Construction Projects		
Do we owe a letter: Letter Commit due da Letter signed dat Reason Letter is Lat n/a							
LAST action: 10-14-05 Ms. Sikka emailed Sen. Garagiola asking when ex. Barrier is to be extended to protect her property; to send copy of 11-18-2002 letter to Dist. 16 delegation to Sen. Garagiola with cover letter							
Comments: This field can not be sorted or searched: OPPE or Hwy rep current type							
Additional phone number for in-home business: A-Thru-Z, 301-767-3315							
05-20-03 Ms. Diane Yaeger, Admin. Asst for Sen. Garagiola (D-15) emailed CBA regarding a barrier to protect the Sikka residence; wanted to know what could be done and to get back to the Senator and Mrs. Ruma Sikka 11-07-02 Dist. 16 delegation (Sen. Frosh et al) wrote to D/E Watkins (11-01-02) on behalf of Mr. Sikka; wants report on barrier situation to be returned to delegation Note: 2002 Redistricting of State still has Mr. Sikka in District 15 7-2-02 Mr. Sikka called; spoke w/Nicole; extremely upset; no one has followed up w/him since comm mtg; why doesn't barrier protect his home?							
All Elected Officials: 05-2003 EO's Dist. 15 Sen. Robert J. Garagiola; Dels. Jean B. Cryor; Kathleen M. Dumas; Brian J. Feldman; MO Cncl Howard A. Denis							
Comment Journal, and letter hyperlinks \\shadgn\vol1\user\oed\Noise\Dbase\Customer_notes\							
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Account Identifier: District - 10 Account Number - 00848093

Owner Information

Owner Name: SIKKA, SUNIL K & RUMA
Use: RESIDENTIAL
Principal Residence: YES
Mailing Address: 8309 OLD SEVEN LOCKS RD
 BETHESDA MD 20817-2009
Deed Reference: 1) /18910/ 157
 2)

Location & Structure Information

Premises Address 8309 OLD SEVEN LOCKS RD
Legal Description SALEM

Map	Grid	Parcel	Sub District	Subdivision	Section	Block	Lot	Assessment Area	Plat No:
GN23		P562		1				2	Plat Ref:
Special Tax Areas				Town Ad Valorem Tax Class	53				
Primary Structure Built				Enclosed Area	Property Land Area			County Use	
2002				5,108 SF	53,522.00 SF			111	
Stories		Basement		Type			Exterior		
2		YES		STANDARD UNIT			1/2 BRICK SIDING		

Value Information

	Base Value	Value As Of 01/01/2005	Phase-in Assessments As Of 07/01/2005	As Of 07/01/2006
Land:	122,710	280,160		
Improvements:	397,820	363,360		
Total:	520,530	643,520	561,526	602,522
Preferential Land:	0	0	0	0

Transfer Information

Seller: SIKKA, SUNIL K & R
Type: NOT ARMS-LENGTH
Date: 03/20/2001
Deed1: /18910/ 157
Price: \$0
Deed2:
Seller: BECKMAN, ANNA S TR
Type: UNIMPROVED ARMS-LENGTH
Date: 12/07/2000
Deed1: /18608/ 482
Price: \$116,450
Deed2:
Seller: KENNETH W & A S BECKMAN
Type: NOT ARMS-LENGTH
Date: 05/10/1996
Deed1: /14108/ 553
Price: \$0
Deed2:

Exemption Information

Partial Exempt Assessments	Class	07/01/2005	07/01/2006
County	000	0	0
State	000	0	0
Municipal	000	0	0

Tax Exempt: NO
Exempt Class:

Special Tax Recapture:

* NONE *

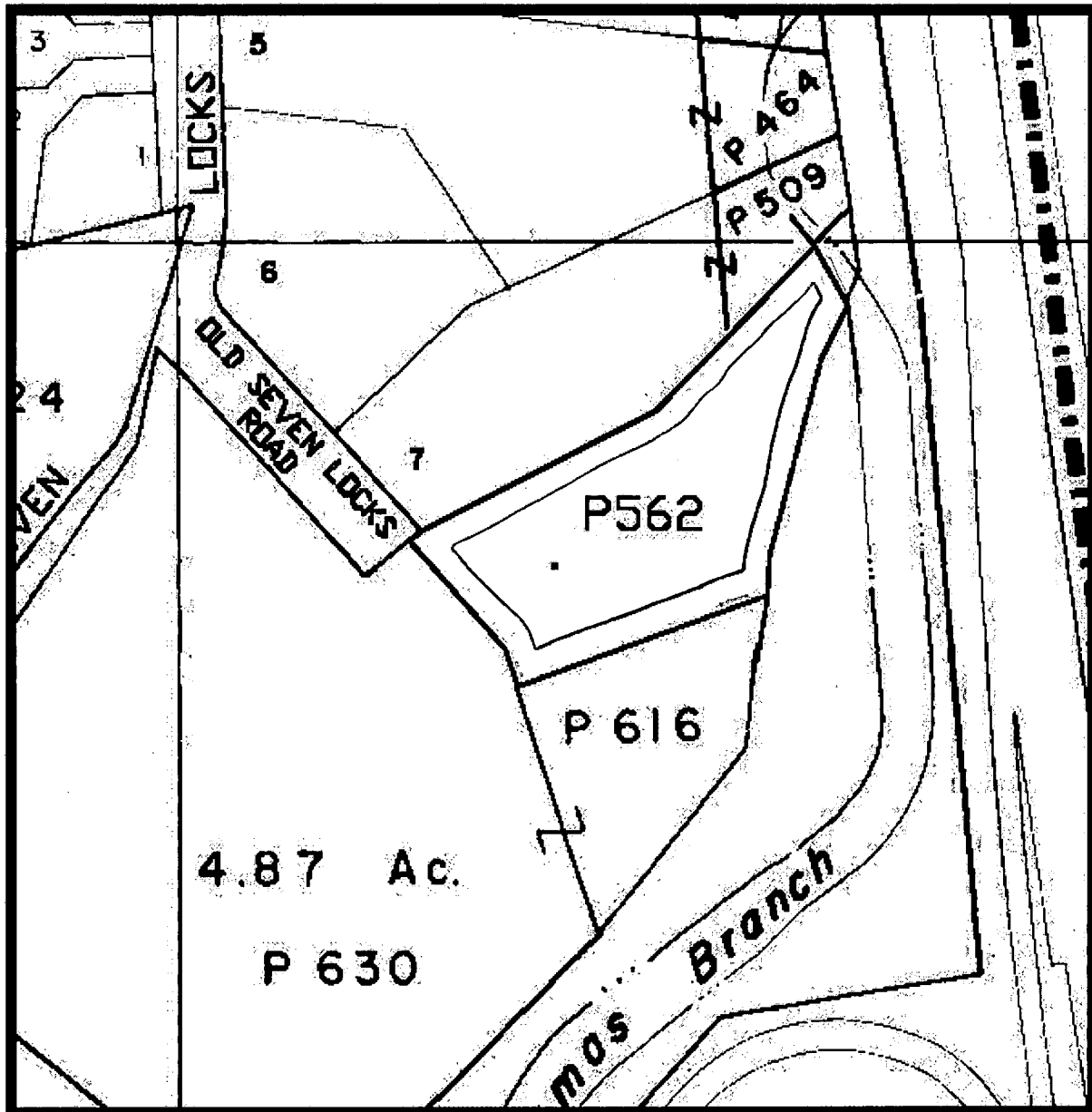
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District - 10 Account Number - 00848093



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web site at www.mdp.state.md.us/webcom/index.html

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Street
8309 old seven locks road

City
bethesda

State
md



Longitude
-77.16160

Latitude
38.99372

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Maps for this point

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INFOWeather

The National Map

8309 Old Seven Locks Rd, Bethesda, MD 20817
1 km NE of Carderock Springs, Maryland, United States 4/7/2002

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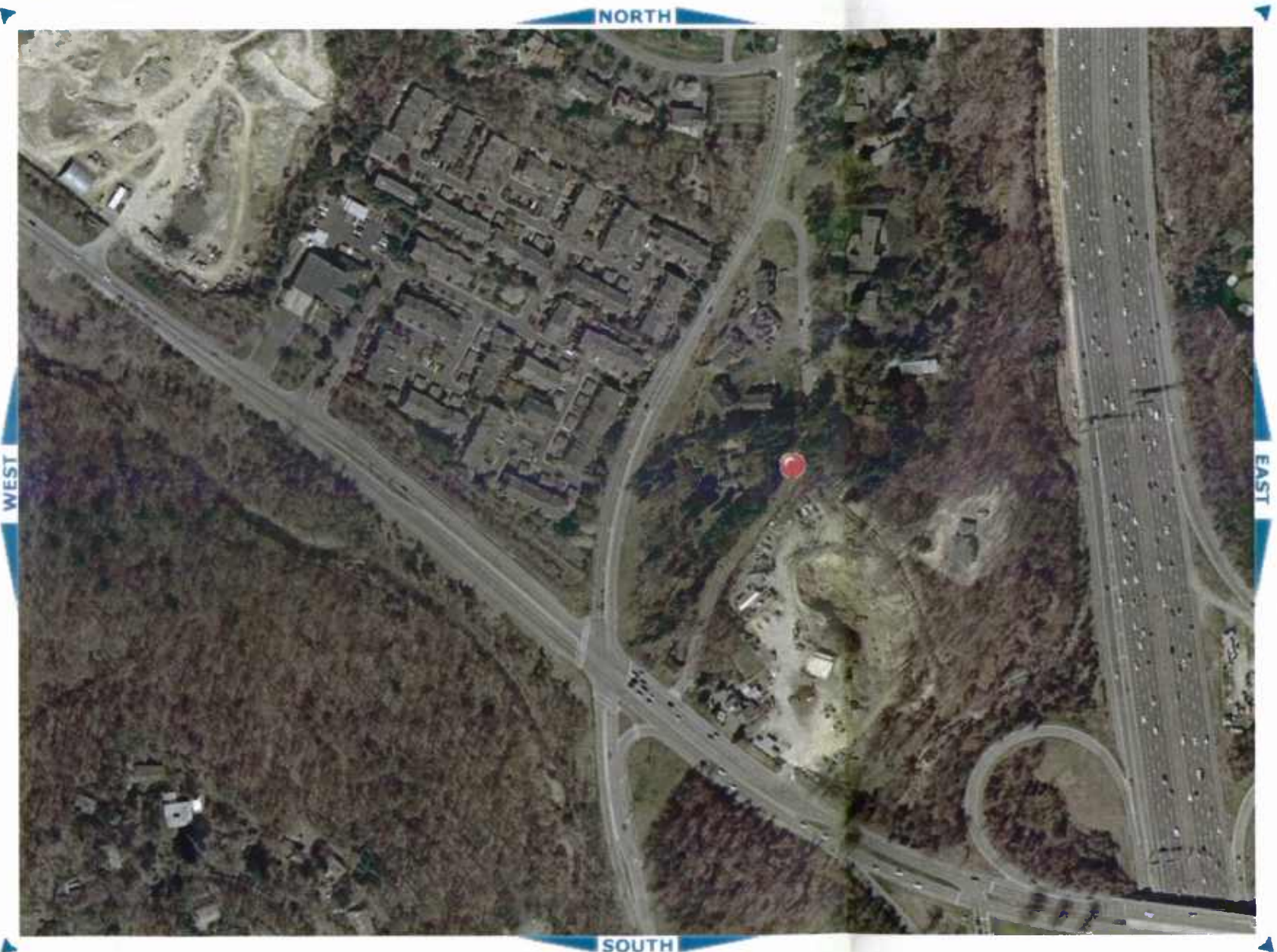


Image courtesy of the U.S. Geological Survey

- House and Home Demographics:**
- Schools, Crime and Demographics for 20817
 - Schools, Crime and Demographics for 20854



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Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor

Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

Maryland Department of Transportation

November 29, 2005

The Honorable Leo E. Green
Senate of Maryland
3123 Belair Drive
Bowie, Maryland 20715-3198

Dear Senator ~~Green~~ ^{Leo}:

Thank you for your letter to Mr. Charles B. Adams, Director of Environmental Design for the State Highway Administration. You had written on behalf of your constituents, Mr. and Mrs. Charles G. Sparks, regarding a sound barrier for the Northview community, along eastbound US 50, in the southwest quadrant of the US 50/MD 197 (Collington Road) interchange, in Prince George's County. I appreciate the opportunity to respond.

Mr. and Mrs. Sparks emailed Prince George's County Councilmember Douglas J.J. Peters in early October regarding this same issue. That email circulated back to Mr. Adams, who responded directly to Mr. and Mrs. Sparks on October 18. A copy of Mr. Adams' letter is enclosed.

Thank you again for your letter. If you have any further questions or comments, please do not hesitate to contact Mr. Adams at 410-545-8640, toll-free 800-446-5962 or via email at cadams@sha.state.md.us. SHA will be pleased to assist you. Of course, you should never hesitate to contact me directly.

Sincerely,

Neil J. Pedersen
Administrator

Enclosure

cc: Mr. Charles B. Adams, Director of Environmental Design, SHA
The Honorable Douglas J.J. Peters, Member, Prince George's County Council
Mr. and Mrs. Charles G. Sparks
Mr. Charlie K. Watkins, District Engineer, State Highway Administration

My telephone number/toll-free number is 410-545-0400 or 1-800-206-0770
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410.545.0300 • www.marylandroads.com

The Honorable Leo E. Green
Page Two

bcc: Ms. Valerie Burnette Edgar, Director of Communications, SHA
James D. Hade, RLA, Noise Abatement Team Leader, SHA
Mr. David Marks, Chief of Staff, Maryland Department of Transportation
Mr. Edward Miller, Deputy Chief of Staff, Office of the Governor
Ms. Nicole Tyler, Special Assistant to the Director of Environmental Design, SHA
Ms. Nanette M. Schieke, State Legislative Officer, MDOT
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, SHA
Mr. Douglas H. Simmons, Deputy Administrator for Planning and Engineering, SHA
Ms. Linda I. Singer, Legislative Manager, SHA

Serial #: None

OED Serial#: None

Noise Customer #: 2968

Responding to letter dated: Follow-up to 11-03-2005 letter from Sen. Green to Mr. Charles Adams on behalf of Mr. and Mrs. Charles G. Sparks; Sen. Green wrote:

"I am in receipt of a letter regarding a request from my constituents, Mr. & Mrs. Charles Sparks, concerning a need for a sound barrier on U.S. 50 near the Northview Community.

"I would appreciate any help and consideration you can give them in this regard. I look forward to hearing from you at your earliest convenience.

"Thank you."

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Enclosure:

Copy of 10-18-2005 letter from Mr. Charles Adams to Mr. and Mrs. Charles G. Sparks plus
"Fact Sheet: Atmospheric / Weather Conditions and Environmental Noise Measurements"



100

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

October 18, 2005

Mr. and Mrs. Charles G. (Greg) Sparks
14928 Nashua Lane
Bowie MD 20716-1003

Dear Mr. and Mrs. Sparks:

This letter is a follow-up to your recent email to Prince George's County Councilman Douglas J.J. Peters regarding a sound barrier for the Northview community along eastbound US 50 between Church Road and MD 197 (Collington Road) in Prince George's County. Mr. Peters' aide, Mr. Todd M. Turner, forwarded your email to Mr. Charlie K. Watkins, the State Highway Administration's District Engineer for Prince George's and Montgomery Counties for response. Mr. Watkins, in turn, forwarded the email to the Office of Environmental Design and I appreciate the opportunity to respond to your inquiry.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. At this time, we have no plans to further improve this portion of US 50 that would warrant a Type I sound barrier evaluation. If such a project were planned for this segment of US 50, however, we would analyze the impact of the proposed improvements on projected future noise levels. We would, specifically, determine whether future highway noise levels will equal or exceed the impact threshold of 66-decibels. If so, then we would also determine whether the highway noise would be at least three-decibels higher than it would have been if the highway were not improved. A three-decibel increase is required because the human ear only begins to discern a change in noise levels if the change is between three and five-decibels. The homes that would be impacted by any such increase in highway noise would also have to predate the approval of the highway improvements. If these conditions were met, we would then determine whether we could reduce the excess noise.

In 1980, the entire US 50 corridor between I-95/I-495 and the South River was studied for potential noise impact anticipated from future widening; since that time the subject widening project has been completed. Measurements were taken at the then-proposed Bowie Hospital site. The measurement was fifty-eight decibels and was projected to increase to sixty decibels in the design year 2005 as a result of the expansion of US 50. In 1997, as part of the proposed High Occupancy Vehicle (HOV) lane expansion project for US 50, an analysis was performed to assess the potential noise impacts from that project. A review of environmental analyses of the area determined that the sixty-six decibel impact line would not extend more than approximately 200 feet south of US 50. The Northview community begins approximately 1,250 feet south of US 50. Although you may hear traffic noise at this distance, the noise levels are below the sixty-six decibel impact threshold. Because of the distance of the Northview community from US 50, noise level measurements were not taken within the community.

My telephone number/toll-free number is 410-545-8640 or 1-800-446-5962
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Mr. and Mrs. Charles G. (Greg) Sparks
Page Two

When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—communities may be considered for our “Type II,” or “retrofit,” sound barrier program. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development process. A number of criteria must be met for a Type II barrier to be approved. The first criterion that must be met is that the majority of the impacted homes must pre-date the original construction of the highway. If they do not, then we cannot consider this community for our program. This is the case with the Northview community. Our records indicate that the majority of the homes in the Northview community were built between the mid-1970s and mid-1980s after the 1954 opening of US 50. Based on this information, the Northview community is not eligible for our Type II sound barrier program. Enclosed, for your information, is a copy of our brochure, *Community Resource Guide On Sound Barriers*, that outlines the State’s Sound Barrier Policy.

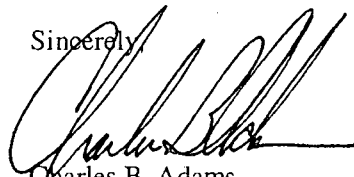
For a community like Northview, which is located at a very substantial distance from the highway, the distance alone limits the extent to which noise from US 50 would contribute to the overall environment. More importantly, sound barriers are most effective for areas which are directly adjacent and close behind them. Thus, placing a barrier along US 50 would yield little, if any perceivable noise reduction for Northview residences.

You also indicated in your email that reflected noise coming from the barrier constructed on the opposite side of the highway has increased levels in your area. Overall, the component of reflected noise, compared to that noise which emanates directly from the highway contributes very little to the total noise (on the order of one to two decibels). Such an increase in level would not be perceivable by the average person.

The biggest factor influencing the level of noise audible from US 50 in this community at any particular time can likely be traced to changes in atmospheric conditions. When sound travels over large distances, changes in atmospheric conditions such as temperature, relative humidity, wind direction and speed can result in huge fluctuations in what is heard and perceived. A more detailed discussion of the mechanisms and factors influencing the way sound travels in the outdoor environment is given in the enclosed “fact sheet”, which was developed by SHA’s Office of Environmental Design.

Thank you for your email and interest in the State’s Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Mr. James D. Hade, our Noise Abatement Team Leader, at 410-545-8599 or 1-800-446-5962 or, via email, at jhade@sha.state.md.us. He will be pleased to assist you.

Sincerely,



Charles B. Adams
Director
Office of Environmental Design

Enclosures

cc: The Honorable Leo E. Green, Member, Senate of Maryland
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
The Honorable Marvin E. Holmes, Jr., Member, Maryland House of Delegates
The Honorable Douglas J.J. Peters, Member, Prince George’s County Council
Mr. Todd M. Turner, Director of Constituent Services for the Honorable Douglas J.J. Peters
Mr. Charlie K. Watkins, District Engineer, State Highway Administration

FACT SHEET

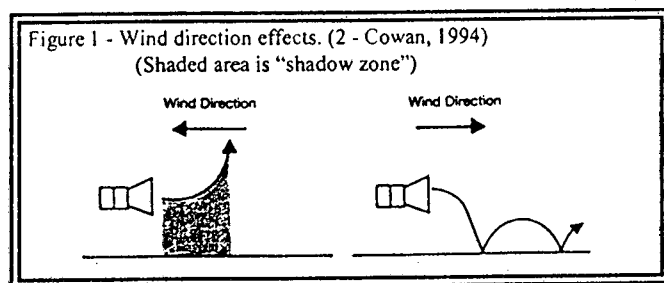
Atmospheric / Weather Conditions and Environmental Noise Measurements

In the gathering of environmental noise data, weather and atmospheric conditions may demonstrate substantial effects on test results, and thus must be within certain parameters to ensure the validity of those results. This paper presents a discussion of accepted industry standards for environmental noise measurement, and lists and explains the various conditions which can affect the propagation of noise in the outdoor environment. References (1,2) used in the preparation of this paper are listed at the end.

Standard practice in environmental noise measurement calls for testing to be conducted under "typical" or normal conditions for the subject geographic area. "Extreme" conditions should always be avoided, so as to avoid either an overstatement or understatement of noise impact. The goal is to document noise levels under conditions which typically exist in an area most of the time. The specific factors which most substantially affect outdoor noise propagation, and which would influence the timing and potential results of environmental noise measurements are 1) wind speed and direction, 2) air temperature and humidity, and 3) precipitation.

Wind Speed and Direction

Requirements specify that wind speed should not exceed approximately 12 mph. Excessive wind can create additional noise in the measurement microphone, or in some extreme cases cause a break-up of the signal from the microphone resulting in an actual loss of data. Another reason for a wind speed "limit" is that, depending upon the position of the receptor (upwind or downwind) relative to the source of noise,

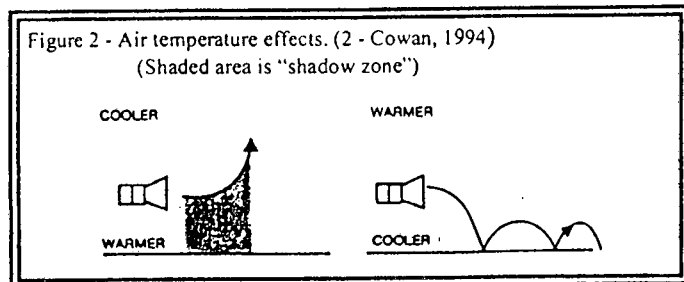


the noise level may be substantially reduced or increased relative to a "calm" wind condition (see Figure 1). The magnitude of this effect is increased as wind speed increases, and the 12 mph figure represents the upper limit of acceptable conditions. The reason this happens is that wind speed varies with height above the ground; the air 25 feet above the ground will be moving faster than the air 5 feet above the ground

because of frictional forces between the air and ground. Sound waves high above the ground traveling through the air in the same direction as the wind will be bent down towards the ground, thus increasing the overall noise level. Conversely, if the same sound waves are traveling against the wind, the waves will tend to be bent upward away from the ground creating a "shadow zone" where the overall noise level is reduced. This phenomenon is usually most apparent in situations where the sound or noise is propagating over larger distances. For noise measurements, calm or very light winds are most desirable.

Air Temperature and Humidity

In a similar fashion to the effects of wind speed and direction, air temperature affects how well sound will propagate. It is however, not so much the specific absolute temperature, but how the



temperature varies with height above the ground (see Figure 2), and is called the "lapse rate". Unlike the effects from wind, there is no upwind or downwind per se, meaning that the receptor position has less to do with the resultant effect. Temperature effects tend to manifest themselves equally in all directions around the sound source. With a "normal lapse

rate", temperature decreases as height above the ground increases (left diagram, Figure 2), and is a fairly typical condition seen on a clear, sunny afternoon. Under these conditions, the sound travels slower in the cooler air above, and thus the sound waves are bent upwards. Conversely, as temperature increases with height above the ground (called a temperature inversion - right diagram, Figure 2), the sound waves are bent downward to the ground, increasing the overall sound level. This condition is fairly common on clear, calm nights. Combinations of these two conditions can also occur with variable results. As with wind effects, often these conditions demonstrate the greatest effects on sound traveling over longer distances. The important point to remember is that these multiple atmospheric conditions in combination can either result in enhanced effects on noise propagation or may serve to actually cancel each other out, resulting in little or no effects over a "neutral" condition. The conclusion is that there is no one particular time of day or season of the year when maximum noise conditions might prevail, due to temperature.

The effects of humidity on noise propagation are very much related to temperature, and to the "length" of the sound waves (called their frequency). Sources of high frequency sound could be a whistle, birds chirping or rustling leaves; low frequency sound could be produced by a rumbling truck engine or distant jet aircraft. The amount of water vapor (humidity) in the air effects how well sound is attenuated (reduced) as it travel over distance. The relationship between temperature, relative humidity, and sound frequency is very complex, as is the degree to which these factors influence sound propagation. The extent of this interrelationship is such that these factors, acting in various combinations, will yield a very wide range of results, and that no real logical trend or simple relationship can be drawn.

Precipitation

Environmental noise measurements should not be conducted during periods of precipitation (rain, snow, etc.). The primary reason is, as stated previously, the avoidance of "extreme" or non-typical conditions, which could lead to an understatement or overstatement of impact. In measuring highway traffic noise, vehicle tire noise is enhanced on wet pavement resulting in an increase in higher frequency noise, to which the human ear is most sensitive. Also, during inclement weather traffic speeds and the actual volume of traffic (particularly with winter storms) are often reduced substantially compared to normal conditions resulting in potentially lower overall noise levels.

During periods of precipitation, particularly snow, sound waves will tend to be scattered or diffused, thus reducing their intensity. Depending upon it's consistency, persistent snow cover on the ground may be either absorptive in a dry and fluffy state, or reflective in a crusty or icy state. Thus, snow on the ground will prohibit all noise measurement activity.

Concluding Remarks

The measurement of environmental noise must be conducted with attention to prevailing weather conditions. The intent of this paper has been to point out the many factors that influence the propagation of noise in the outdoor environment and how and why those factors affect the conduct of noise measurement studies. It is important to understand that in a particular measurement situation, these many factors in different combinations may yield very different and sometimes extreme noise level results. The guidelines discussed in this paper outline those atmospheric and weather conditions which will minimize extreme results. They ensure that a high degree of consistency in the approach and conduct of noise measurement studies will provide an equitable and realistic assessment of noise impact for all communities along our highway system.

References

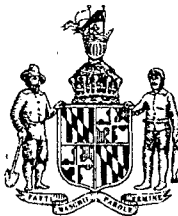
- 1) Beranek, Leo L. **Noise and Vibration Control**, revised Edition. Institute of Noise Control Engineering (INCE). Washington, D.C. 1988.
- 2) Cowan, James P. **Handbook of Environmental Acoustics**. Van Nostrand Reinhold, New York, New York. 1994.

LEO E. GREEN
23rd Legislative District
Prince George's County

Major Committees
VICE-CHAIRMAN
Judicial Proceedings

CHAIRMAN
Senate Rules

Legislative Policy
Executive Nominations



Annapolis Office
2 East Miller Senate Building
11 Bladen Street
Annapolis, Maryland 21401-1991
Voice 301-858-3631 • 410-841-3631
Fax 301-858-3174 • 410-841-3174
E-Mail leo_green@senate.state.md.us

THE SENATE OF MARYLAND
ANNAPOLIS, MARYLAND 21401-1991

November 3, 2005

Mr. Charles B. Adams
Director
Office of Environmental Design
State Highway Administration
707 N. Calvert Street
Baltimore, MD 21202

Dear Mr. Adams:

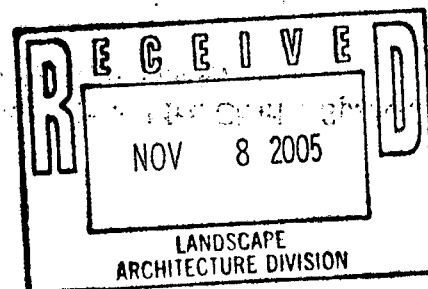
I am in receipt of a letter regarding a request from my constituents, Mr. & Mrs. Charles Sparks, concerning a need for a sound barrier on U.S. 50 near the Northview Community.

I would appreciate any help and consideration you can give them in this regard. I look forward to hearing from you at your earliest convenience.

Thank you.

Sincerely,

Leo E. Green
State Senator
23rd District





105

Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor

Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

Maryland Department of Transportation

ENCLOSURE

MASTER

October 18, 2005

Mr. and Mrs. Charles G. (Greg) Sparks
14928 Nashua Lane
Bowie MD 20716-1003

Dear Mr. and Mrs. Sparks:

This letter is a follow-up to your recent email to Prince George's County Councilman Douglas J.J. Peters regarding a sound barrier for the Northview community along eastbound US 50 between Church Road and MD 197 (Collington Road) in Prince George's County. Mr. Peters' aide, Mr. Todd M. Turner, forwarded your email to Mr. Charlie K. Watkins, the State Highway Administration's District Engineer for Prince George's and Montgomery Counties for response. Mr. Watkins, in turn, forwarded the email to the Office of Environmental Design and I appreciate the opportunity to respond to your inquiry.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. At this time, we have no plans to further improve this portion of US 50 that would warrant a Type I sound barrier evaluation. If such a project were planned for this segment of US 50, however, we would analyze the impact of the proposed improvements on projected future noise levels. We would, specifically, determine whether future highway noise levels will equal or exceed the impact threshold of 66-decibels. If so, then we would also determine whether the highway noise would be at least three-decibels higher than it would have been if the highway were not improved. A three-decibel increase is required because the human ear only begins to discern a change in noise levels if the change is between three and five-decibels. The homes that would be impacted by any such increase in highway noise would also have to predate the approval of the highway improvements. If these conditions were met, we would then determine whether we could reduce the excess noise.

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Mr. and Mrs. Charles G. (Greg) Sparks
Page Two

When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—communities may be considered for our “Type II,” or “retrofit,” sound barrier program. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development process. A number of criteria must be met for a Type II barrier to be approved. The first criterion that must be met is that the majority of the impacted homes must pre-date the original construction of the highway. If they do not, then we cannot consider this community for our program. This is the case with the Northview community. Our records indicate that the majority of the homes in the Northview community were built between the mid-1970s and mid-1980s after the 1954 opening of US 50. Based on this information, the Northview community is not eligible for our Type II sound barrier program. Enclosed, for your information, is a copy of our brochure, *Community Resource Guide On Sound Barriers*, that outlines the State’s Sound Barrier Policy.

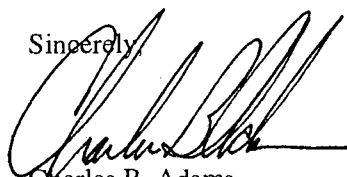
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Thank you for your email and interest in the State’s Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Mr. James D. Hade, our Noise Abatement Team Leader, at 410-545-8599 or 1-800-446-5962 or, via email, at jhade@sha.state.md.us. He will be pleased to assist you.

Sincerely,



Charles B. Adams

Director

Office of Environmental Design

Enclosures

cc: The Honorable Leo E. Green, Member, Senate of Maryland
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
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Mr. Charlie K. Watkins, District Engineer, State Highway Administration

Mr. and Mrs. Charles G. (Greg) Sparks
Page Three

bcc: Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, State Highway
Administration

Serial #: None

OED Serial#: None

Noise Customer #: 2968

Responding to letter dated: Follow-up to 10-09-2005 email from Mr. and Mrs. Sparks to PG Councilman Peters; Mr. Peters' aide, Mr. Todd Turner, forwarded the Sparks' email to SHA Dist. Eng. Watkins on 01-11-2005; Mr. Watkins forwarded the email to Mr. Charles Adams on 10-12-2005; Mr. and Mrs. Sparks wrote:

"Can you tell me about any plans for construction of traffic sound barriers along the south boundary of Route 50, from around Church Road to and along the exit at Route 197. As you know, the development in this area of South Bowie has been and continues to be extensive. The traffic noise levels in the Northview section where my wife and I have lived for 30 years has become almost unbearable. The noise level seemed to increase as SHA completed the noise barrier along the north boundary of Route 50 last year.

I hope, at the very least, there is something in the planning stages to abate this problem. Can you share any good news with us?"

NOTE: The barrier referred to above is for the Princeton Square/Old Stage Road communities along WB US 50 from MD 197 to just beyond the railroad. An analysis of a Terraserver aerial photo of the Northview community (photo taken 04/10/2000) shows that the residence of Mr. and Mrs. Sparks is over 3,990 feet from US 50. Most of the land along EB US 50 between Church Road and MD 197 is not developed with the exception of the Bowie Hospital area near MD 197.

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Enclosure:

One copy of MDOT/SHA brochure, *Community Resource Guide On Sound Barriers*

One copy of **FACT SHEET: Atmospheric / Weather Conditions and Environmental Noise Measurements**

FACT SHEET

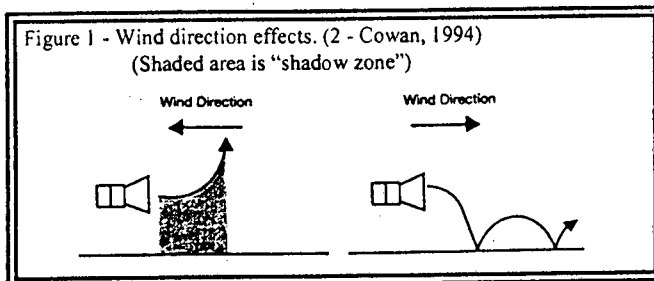
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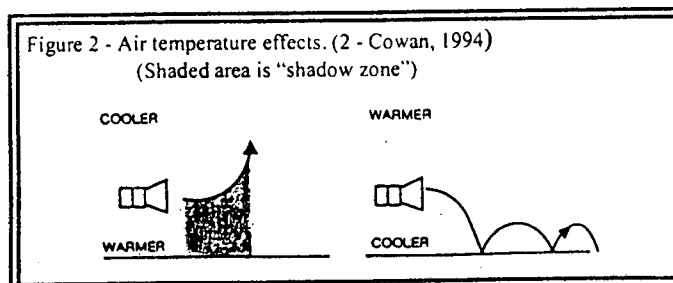
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Concluding Remarks

The measurement of environmental noise must be conducted with attention to prevailing weather conditions. The intent of this paper has been to point out the many factors that influence the propagation of noise in the outdoor environment and how and why those factors affect the conduct of noise measurement studies. **It is important to understand that in a particular measurement situation, these many factors in different combinations may yield very different and sometimes extreme noise level results. The guidelines discussed in this paper outline those atmospheric and weather conditions which will minimize extreme results. They ensure that a high degree of consistency in the approach and conduct of noise measurement studies will provide an equitable and realistic assessment of noise impact for all communities along our highway system.**

References

- 1) Beranek, Leo L. **Noise and Vibration Control**, revised Edition. Institute of Noise Control Engineering (INCE). Washington, D.C. 1988.
- 2) Cowan, James P. **Handbook of Environmental Acoustics**. Van Nostrand Reinhold, New York, New York. 1994.

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Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*



Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

December 12, 2005

«Title» «FirstName» «LastName»«Suffix»
«MailAddress»

Dear «Title2» «LastName»:

The State Highway Administration (SHA) will conduct an informational meeting for the Priceville community regarding the sound barrier project along southbound I-83 south of Belfast Road in Baltimore County. The meeting is scheduled for Wednesday, January 4, 2006, from 7 to 9 p.m., in the Library of the Sparks Elementary School, 601 Belfast Road, Sparks, Maryland. Displays will be available for viewing from 6:30 to 7 p.m.

The purpose of the meeting is to discuss the proposed sound barrier for the community and to seek concurrence on the construction of the barrier from at least 75 percent of the impacted property owners who would benefit from the barriers. We will distribute vote cards at the meeting to impacted homeowners. Impacted property owners, who are eligible to vote, are those whose homes experience existing highway noise levels of 66 decibels or greater.

Property owners who are unable to attend this meeting will receive a summary of the meeting and copies of all materials distributed at the meeting approximately seven to ten days following the meeting. Voting cards will also be included for impacted property owners who are unable to attend the meeting.

Your attendance at this meeting would be appreciated. If you have any questions or concerns before the meeting, please do not hesitate to contact Mr. James D. Hade, SHA's Noise Abatement Team Leader, Office of Environmental Design, SHA at 410-545-8599, toll-free 800-446-5962 or via email at jhade@sha.state.md.us. He will be pleased to assist you.

Sincerely,

MERGED LETTERS SIGNED
BY MR. PEDERSEN
Neil J. Pedersen
Administrator

cc: Mr. Charles B. Adams, Director of Environmental Design, SHA
James D. Hade, RLA, Noise Abatement Team Leader, SHA

My telephone number/toll-free number is 410-545-8640 or 1-800-446-5962
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com

«Title» «FirstName» «LastName»«Suffix»

Page Two

bcc: Ms. Valerie Burnette Edgar, Director of Communications, SHA
Mr. David J. Malkowski, District Engineer, SHA
Mr. David Marks, Chief of Staff, Maryland Department of Transportation
Mr. Edward Miller, Deputy Chief of Staff, Office of the Governor
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation
Ms. Debbie Seibert, Special Assistant to the Administrator, SHA
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, SHA
Mr. Douglas H. Simmons, Deputy Administrator for Planning and Engineering, SHA
Ms. Linda I. Singer, Legislative Manager, SHA
Ms. Nicole Tyler, Special Assistant to the Director of Environmental Design, SHA
Ms. Frances Ward, Community Liaison, SHA

Serial #: None

OED Serial#: None

Noise Customer #: 374, 1732, 1757, 1808, 1936, 1943, 1962, 1968, 1972, 1975, 1980, 1981, 1983, 1984, 1985, 1987, 1988, 1989, 2184, 2300, 2577

Responding to letter dated: Invitation to SHA-hosted community informational meeting for the Priceville community in the Library of the Sparks Elementary School, 601 Belfast Road, Sparks, on Tuesday, 12-06-2005

Saved: 11/02/05 2:55 PM by: T.E. Severe

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Title	FirstName	LastName	Suffix	Title2	Text	MailAddress
The Honorable	Larry E.	Haines		Senator		Senate of Maryland 316 James Senate Office Building 110 College Avenue Annapolis MD 21401-1991
The Honorable	A. Wade	Kach		Delegate		Maryland House of Delegates 214 Ashland Road Cockeysville MD 21030-1902
The Honorable	T. Bryan	McIntire		Councilman		Baltimore County Council 400 Washington Avenue, Room 205 Towson MD 21204-4606

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*



Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

December 8, 2005

The Honorable Larry E. Haines
Senate of Maryland
316 James Senate Office Building
110 College Avenue
Annapolis MD 21401-1991

Dear ~~Senator Haines~~:

Larry

The State Highway Administration (SHA) will conduct an informational meeting for the Priceville community regarding the sound barrier project along southbound I-83 south of Belfast Road in Baltimore County. The meeting is scheduled for Wednesday, January 4, 2006, from 7 to 9 p.m., in the Library of the Sparks Elementary School, 601 Belfast Road, Sparks, Maryland. Displays will be available for viewing from 6:30 to 7 p.m.

The purpose of the meeting is to discuss the proposed sound barrier for the community and to seek concurrence on the construction of the barrier from at least 75 percent of the impacted property owners who would benefit from the barriers. We will distribute vote cards at the meeting to impacted homeowners. Impacted property owners, who are eligible to vote, are those whose homes experience existing highway noise levels of 66 decibels or greater.

Property owners who are unable to attend this meeting will receive a summary of the meeting and copies of all materials distributed at the meeting approximately seven to ten days following the meeting. Voting cards will also be included for impacted property owners who are unable to attend the meeting.

Your attendance at this meeting would be appreciated. If you have any questions or concerns before the meeting, please do not hesitate to contact Mr. James D. Hade, SHA's Noise Abatement Team Leader, Office of Environmental Design, SHA at 410-545-8599, toll-free 800-446-5962 or via email at jhade@sha.state.md.us. He will be pleased to assist you.

Sincerely,

Neil J. Pedersen
Administrator

cc: Mr. Charles B. Adams, Director of Environmental Design, SHA
James D. Hade, RLA, Noise Abatement Team Leader, SHA

My telephone number/toll-free number is 410-545-0400 or 1-800-206-0770
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410.545.0300 • www.marylandroads.com

The Honorable Larry E. Haines
Page Two

bcc: Ms. Valerie Burnette Edgar, Director of Communications, SHA
Mr. David J. Malkowski, District Engineer, SHA
Mr. David Marks, Chief of Staff, Maryland Department of Transportation
Mr. Edward Miller, Deputy Chief of Staff, Office of the Governor
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation
Ms. Debbie Seibert, Special Assistant to the Administrator, SHA
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, SHA
Mr. Douglas H. Simmons, Deputy Administrator for Planning and Engineering, SHA
Ms. Linda I. Singer, Legislative Manager, SHA
Ms. Nicole Tyler, Special Assistant to the Director of Environmental Design, SHA
Ms. Frances Ward, Community Liaison, SHA

Serial #: None

OED Serial#: None

Noise Customer #: 374, 1732, 1757, 1808, 1936, 1943, 1962, 1968, 1972, 1975, 1980, 1981, 1983, 1984, 1985, 1987, 1988, 1989, 2184, 2300, 2577

Responding to letter dated: Invitation to SHA-hosted community informational meeting for the Priceville community in the Library of the Sparks Elementary School, 601 Belfast Road, Sparks, on Tuesday, 12-06-2005

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Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*



Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

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October 11, 2005

Mr. Haitham A. Hijazi
Director, Prince George's County
Department of Public Works and Transportation
Inglewood Centre III
9400 Peppercorn Place, Suite 300
Largo MD 20774-5377

Dear Mr. Hijazi:

Thank you for your recent letter regarding Prince George's County's agreement to fund 20 percent of the cost of a sound barrier for the White Oak Manor community, along the inner loop of I-495 from the Riggs Road overpass to 1600 feet west of the I-95 junction bridge in Prince George's County. I appreciate the opportunity to respond to you.

The State Highway Administration (SHA) is currently requiring local jurisdictions to cover 20 percent of the cost of engineering and construction for Type II sound barriers. Since we originally provided estimates for sound barrier projects several years ago, costs have continued to increase. This reflects the increase in cost of highway construction during the intervening period. The updated estimate for the White Oak Manor sound barrier project, in CY 2005 dollars, is \$2.052 million. The County's share would be \$410,400. At this time, all of the available Type II sound barrier funding in the 2006-2010 Consolidated Transportation Program has been programmed for other projects. We will continue to look for funding for the White Oak project.

Thank you again for your letter and your continuing interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact me at 410-545-8640 or 1-800-446-5962 or via email at cadams@sha.state.md.us.

Sincerely,

Charles B. Adams

Director

Office of Environmental Design

cc: Aisha N. Braveboy, Esq., Legislative Affairs, Prince George's County
Mr. Alfonso N. Cornish Deputy Chief Administrative Officer, Prince George's County
The Honorable Thomas E. Dernoga, Member, Prince George's County Council
The Honorable John A. Giannetti, Jr., Member, Senate of Maryland
Mr. Larry D. Sledd, President, White Oak Manor Citizens' Association
Mr. Charlie K. Watkins, District Engineer, State Highway Administration

My telephone number/toll-free number is 410-545-8640 or 1-800-446-5962
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com

Mr. Haitham Hijazi
Page Two

bcc:* James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Mr. Cicero Salles, Special Assistant to the Director, Prince George's County Department
of Public Works and Transportation
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, State Highway
Administration

Serial #: None

OED Serial#: None

Noise Customer #:

Responding to letter dated: Follow-up to 06-20-2005 letter from Mr. Haitham Hijazi, Director of PG Co. Dept. of Public Works and Transportation, to Mr. Charles Adams; Mr. Hijazi wrote:

"The purpose of this letter is to request the inclusion of the White Oak Manor Noise Abatement Project along I-495 in the Maryland State Highway Administration's (SHA) Sound Barrier Program. This location was found to be eligible for Type II sound barriers; however, they were not funded for construction.

"In a letter dated September 12, 2002, the SHA provided a cost estimate of \$1.8 million for the White Oak Manor sound barriers, of which \$390,000 would have been the County's cost share. We understand, from a recent discussion with Mr. James Hade of your office, that the County's share of the costs has increased to approximately \$450,000. If the White Oak Manor sound barriers are approved for inclusion by SHA, the County's share of funding would be available in the FY 2006 Budget.

"Thank you for your consideration of this request and for all the work associated with the Sound Barrier Program, which has brought relief to County residents residing along the I-95/I-495 corridors. If you have questions regarding this request, please contact me or Mr. Cicero Salles, Special Assistant to the Director, at (301) 883-5600."

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Jack B. Johnson
County Executive

PRINCE GEORGE'S COUNTY GOVERNMENT



Department of Public Works and Transportation
Office of the Director



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June 20, 2005

Mr. Charlie B. Adams, Director
Office of Environmental Design
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Dear Mr. Adams:

The purpose of this letter is to request the inclusion of the White Oak Manor Noise Abatement Project along I-495 in the Maryland State Highway Administration's (SHA) Sound Barrier Program. This location was found to be eligible for Type II sound barriers; however, they were not funded for construction.

In a letter dated September 13, 2002, the SHA provided a cost estimate of \$1.8 million for the White Oak Manor sound barriers, of which \$390,000 would have been the County's cost share. We understand, from a recent discussion with Mr. James Hade of your office, that the County's share of the costs has increased to approximately \$450,000. If the White Oak Manor sound barriers are approved for inclusion by SHA, the County's share of funding would be available in the FY 2006 Budget.

Thank you for your consideration of this request and for all the work associated with the Sound Barrier Program, which has brought relief to County residents residing along the I-95/I-495 corridors. If you have questions regarding this request, please contact me or Mr. Cicero Salles, Special Assistant to the Director, at (301) 883-5600.

Sincerely,

Haitham A. Hijazi
Director

HAH/CS/dc

cc: The Honorable John A. Giannetti, Jr., Senator
The Honorable Thomas Dernoga, Vice Chairman, County Council
Alfonso N. Cornish, Deputy Chief Administrative Officer
Aisha Braveboy, County Council Liaison
Robert Flanagan, Secretary, Maryland Department of Transportation
Neil J. Pedersen, Administrator, State Highway Administration
Larry Sledd, President, White Oak Manor Citizens' Association

Inglewood Centre 3
(301) 883-5600

9400 Peppercorn Place, Suite 300
FAX (301) 883-5709

Largo, Maryland 20774
TDD (301) 985-3894



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Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

November 10, 2005

The Honorable Paula C. Hollinger
Senate of Maryland
Miller Senate Building
2 West Wing
11 Bladen Street
Annapolis MD 21401-1991

Dear Senator Hollinger:

The State Highway Administration (SHA) will conduct an informational meeting for the Woodholme Avenue community regarding the sound barrier project along the ramp from southbound Reisterstown Road (MD 140) to southbound I-695 in Baltimore County. The meeting is scheduled for Tuesday, November 15, 2005, from 7 to 9 p.m., in the Woodholme Elementary School, 300 Mount Wilson Lane, Pikesville, Maryland. Before the meeting, displays will be available for viewing from 6:30 to 7 p.m. There will be signs in the building directing you to the meeting location.

The purpose of the meeting is to discuss the proposed sound barrier for the community and to seek concurrence on the construction of the barrier from at least 75 percent of the impacted property owners that would benefit from the barriers. We will distribute vote cards at the meeting to impacted homeowners. Impacted property owners who are eligible to vote are those whose homes experience existing highway noise levels of 66 decibels or greater.

Property owners who are unable to attend this meeting will receive a summary of the meeting and copies of all materials distributed at the meeting approximately seven to ten days following the meeting. Voting cards will also be included for impacted property owners who are unable to attend the meeting.

My telephone number/toll-free number is 410-545-0400 or 1-800-206-0770

Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

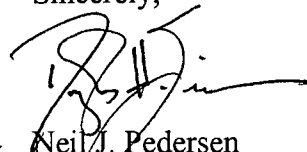
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410.545.0300 • www.marylandroads.com

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The Honorable Paula C. Hollinger
Page Two

Your attendance at this meeting would be appreciated. If you have any questions or concerns before the meeting, please do not hesitate to contact Mr. James D. Hade, SHA's Noise Abatement Team Leader of the Office of Environmental Design, at 410-545-8599 or 1-800-446-5962 or, by e-mail, at jhade@sha.state.md.us. Mr. Hade will be pleased to assist you.

Sincerely,


Neil J. Pedersen
Administrator

cc: Mr. Charles B. Adams, Director, Office of Environmental Design, State Highway Administration
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Mr. David J. Malkowski, District Engineer, State Highway Administration

The Honorable Paula C. Hollinger
Page Three

bcc: Ms. Valerie Burnette Edgar, Director of Communications, State Highway Administration
Mr. Steven L. Kreseski, Chief of Staff, Office of the Governor
Mr. David Marks, Chief of Staff, Maryland Department of Transportation
Mr. Edward Miller, Deputy Chief of Staff, Office of the Governor
Ms. Nicole Tyler, Special Assistant to the Director, Office of Environmental Design,
State Highway Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of
Transportation
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, State Highway
Administration
Mr. Douglas H. Simmons, Deputy Administrator for Planning and Engineering, State
Highway Administration
Ms. Linda I. Singer, Legislative Manager, State Highway Administration
Ms. Frances Ward, Community Liaison, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 259 (Mr. Richard Rynd); 1035 (Mr. and Mrs. Edward M. Miller); 1689 (Ms. Dolores King); 2328 (Mr. and Mrs. Randal D. Getz)

Responding to letter dated: Invitation to SHA-hosted community informational meeting scheduled for 11-15-2005 at the Woodholme Elementary School, 300 Mount Wilson Lane, Pikesville, MD

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Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor

Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

Maryland Department of Transportation

December 8, 2005

The Honorable A. Wade Kach
Maryland House of Delegates
214 Ashland Road
Cockeysville MD 21030-1902

Dear ~~Delegate~~ ^{Wade} Kach:

The State Highway Administration (SHA) will conduct an informational meeting for the Priceville community regarding the sound barrier project along southbound I-83 south of Belfast Road in Baltimore County. The meeting is scheduled for Wednesday, January 4, 2006, from 7 to 9 p.m., in the Library of the Sparks Elementary School, 601 Belfast Road, Sparks, Maryland. Displays will be available for viewing from 6:30 to 7 p.m.

The purpose of the meeting is to discuss the proposed sound barrier for the community and to seek concurrence on the construction of the barrier from at least 75 percent of the impacted property owners who would benefit from the barriers. We will distribute vote cards at the meeting to impacted homeowners. Impacted property owners, who are eligible to vote, are those whose homes experience existing highway noise levels of 66 decibels or greater.

Property owners who are unable to attend this meeting will receive a summary of the meeting and copies of all materials distributed at the meeting approximately seven to ten days following the meeting. Voting cards will also be included for impacted property owners who are unable to attend the meeting.

Your attendance at this meeting would be appreciated. If you have any questions or concerns before the meeting, please do not hesitate to contact Mr. James D. Hade, SHA's Noise Abatement Team Leader, Office of Environmental Design, SHA at 410-545-8599, toll-free 800-446-5962 or via email at jhade@sha.state.md.us. He will be pleased to assist you.

Sincerely,

Neil J. Pedersen
Administrator

cc: Mr. Charles B. Adams, Director of Environmental Design, SHA
James D. Hade, RLA, Noise Abatement Team Leader, SHA

My telephone number/toll-free number is 410-545-0400 or 1-800-206-0770
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410.545.0300 • www.marylandroads.com

The Honorable A. Wade Kach
Page Two

bcc: Ms. Valerie Burnette Edgar, Director of Communications, SHA
Mr. David J. Malkowski, District Engineer, SHA
Mr. David Marks, Chief of Staff, Maryland Department of Transportation
Mr. Edward Miller, Deputy Chief of Staff, Office of the Governor
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation
Ms. Debbie Seibert, Special Assistant to the Administrator, SHA
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, SHA
Mr. Douglas H. Simmons, Deputy Administrator for Planning and Engineering, SHA
Ms. Linda I. Singer, Legislative Manager, SHA
Ms. Nicole Tyler, Special Assistant to the Director of Environmental Design, SHA
Ms. Frances Ward, Community Liaison, SHA

Serial #: None

OED Serial#: None

Noise Customer #: 374, 1732, 1757, 1808, 1936, 1943, 1962, 1968, 1972, 1975, 1980, 1981, 1983, 1984, 1985, 1987, 1988, 1989, 2184, 2300, 2577

Responding to letter dated: Invitation to SHA-hosted community informational meeting for the Priceville community in the Library of the Sparks Elementary School, 601 Belfast Road, Sparks, on Tuesday, 12-06-2005

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Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

December 6, 2005

Mr. David J. Malkowski
District Engineer, State Highway Administration
2323 West Joppa Road
Lutherville-Timonium MD 21093-4607

Dear Mr. Malkowski:

The State Highway Administration (SHA) will conduct an informational meeting for the Priceville community regarding the sound barrier project along southbound I-83 south of Belfast Road in Baltimore County. The meeting is scheduled for Wednesday, January 4, 2006, from 7 to 9 p.m., in the Library of the Sparks Elementary School, 601 Belfast Road, Sparks, Maryland. Before the meeting, displays will be available for viewing from 6:30 to 7 p.m. There will be signs in the building directing you to the meeting location.

The purpose of the meeting is to discuss the proposed sound barrier for the community and to seek concurrence on the construction of the barrier from at least 75 percent of the impacted property owners that would benefit from the barriers. We will distribute vote cards at the meeting to those impacted homeowners. Impacted property owners who are eligible to vote are those whose homes experience existing highway noise levels of 66 decibels or greater.

Property owners who are unable to attend this meeting will receive a summary of the meeting and copies of all materials distributed at the meeting approximately seven to ten days following the meeting. Voting cards will also be included for impacted property owners who are unable to attend the meeting.

Your attendance at this meeting would be appreciated. If you have any questions or concerns before the meeting, please do not hesitate to contact Mr. James D. Hade, our Noise Abatement Team Leader, at 410-545-8599 or 1-800-446-5962 or, by e-mail, at jhade@sha.state.md.us. Mr. Hade will be pleased to assist you.

Sincerely,

Charles B. Adams
Director
Office of Environmental Design

cc: James D. Hade, RLA, Noise Abatement Team Leader, SHA

My telephone number/toll-free number is 410-545-8640 or 1-800-446-5962
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com

Mr. David J. Malkowski
Page Two

bcc: Ms. Nicole Tyler, Special Assistant to the Director of Environmental Design, SHA
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, SHA
Ms. Frances Ward, Community Liaison, SHA

Serial #: None

OED Serial#: None

Noise Customer #: 374, 1732, 1757, 1808, 1936, 1943, 1962, 1968, 1972, 1975, 1980, 1981, 1983, 1984, 1985, 1987, 1988, 1989, 2184, 2300, 2577

Responding to letter dated: Invitation to SHA-hosted community informational meeting scheduled for 12-06-2005 in the Library of the Sparks Elementary School, 610 Belfast Rd, Sparks, MD, from 6:30 pm to 9:00 pm

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Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor

Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

Maryland Department of Transportation

October 31, 2005

Mr. David J. Malkowski
District Engineer, State Highway Administration
2323 West Joppa Road
Lutherville-Timonium MD 21093-4607

Dear Mr. Malkowski:

The State Highway Administration (SHA) will conduct an informational meeting for the Woodholme Avenue community regarding the sound barrier project along the ramp from southbound Reisterstown Road (MD 140) to southbound I-695 in Baltimore County. The meeting is scheduled for Tuesday, November 15, 2005, from 7 to 9 p.m., in the Cafeteria of the Woodholme Elementary School, 300 Mount Wilson Lane, Pikesville, Maryland. Before the meeting, displays will be available for viewing from 6:30 to 7 p.m. There will be signs in the building directing you to the meeting location.

The purpose of the meeting is to discuss the proposed sound barrier for the community and to seek concurrence on the construction of the barrier from at least 75 percent of the impacted property owners that would benefit from the barriers. We will distribute vote cards at the meeting to those impacted homeowners. Impacted property owners who are eligible to vote are those whose homes experience existing highway noise levels of 66 decibels or greater.

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Sincerely,

Charles B. Adams
Director

Office of Environmental Design

cc: James D. Hade, RLA, Noise Abatement Team Leader, SHA

My telephone number/toll-free number is 410-545-8640 or 1-800-446-5962
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com

Mr. David J. Malkowski
Page Two

bcc: Ms. Nicole Tyler, Special Assistant to the Director of Environmental Design, SHA
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, SHA
Ms. Frances Ward, Community Liaison, SHA

Serial #: None

OED Serial#: None

Noise Customer #: 259 (Mr. Richard Rynd); 1035 (Mr. and Mrs. Edward M. Miller); 1689 (Ms. Dolores King); 2328 (Mr. and Mrs. Randal D. Getz)

Responding to letter dated: Invitation to SHA-hosted community informational meeting scheduled for 11-15-2005 at the Woodholme Elementary School, 300 Mount Wilson Lane, Pikesville, MD

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Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

December 8, 2005

The Honorable T. Bryan McIntire
Baltimore County Council
400 Washington Avenue, Room 205
Towson MD 21204-4606

Dear Councilman McIntire:

The State Highway Administration (SHA) will conduct an informational meeting for the Priceville community regarding the sound barrier project along southbound I-83 south of Belfast Road in Baltimore County. The meeting is scheduled for Wednesday, January 4, 2006, from 7 to 9 p.m., in the Library of the Sparks Elementary School, 601 Belfast Road, Sparks, Maryland. Displays will be available for viewing from 6:30 to 7 p.m.

The purpose of the meeting is to discuss the proposed sound barrier for the community and to seek concurrence on the construction of the barrier from at least 75 percent of the impacted property owners who would benefit from the barriers. We will distribute vote cards at the meeting to impacted homeowners. Impacted property owners, who are eligible to vote, are those whose homes experience existing highway noise levels of 66 decibels or greater.

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Sincerely,

Neil J. Pedersen
Administrator

cc: Mr. Charles B. Adams, Director of Environmental Design, SHA
James D. Hade, RLA, Noise Abatement Team Leader, SHA

The Honorable T. Bryan McIntire
Page Two

bcc: Ms. Valerie Burnette Edgar, Director of Communications, SHA
Mr. David J. Malkowski, District Engineer, SHA
Mr. David Marks, Chief of Staff, Maryland Department of Transportation
Mr. Edward Miller, Deputy Chief of Staff, Office of the Governor
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation
Ms. Debbie Seibert, Special Assistant to the Administrator, SHA
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, SHA
Mr. Douglas H. Simmons, Deputy Administrator for Planning and Engineering, SHA
Ms. Linda I. Singer, Legislative Manager, SHA
Ms. Nicole Tyler, Special Assistant to the Director of Environmental Design, SHA
Ms. Frances Ward, Community Liaison, SHA

Serial #: None

OED Serial#: None

Noise Customer #: 374, 1732, 1757, 1808, 1936, 1943, 1962, 1968, 1972, 1975, 1980, 1981, 1983, 1984, 1985, 1987, 1988, 1989, 2184, 2300, 2577

Responding to letter dated: Invitation to SHA-hosted community informational meeting for the Priceville community in the Library of the Sparks Elementary School, 601 Belfast Road, Sparks, on Tuesday, 12-06-2005

Saved: 11/02/05 2:55 PM by: T.E. Severe

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Maryland Department of Transportation
The Secretary's Office

Robert L. Ehrlich, Jr.
Governor

Michael S. Steele
Lt. Governor

Robert L. Flanagan
Secretary

James F. Ports, Jr.
Deputy Secretary

May 13, 2005

The Honorable Barbara A. Mikulski
United States Senate
Suite 503
Hart Senate Office Building
Washington, District of Columbia 20510-2003

Dear Senator Mikulski:

Thank you for your letter on behalf of your constituent, Mr. John Hartnett, regarding highway traffic noise affecting the Hunt Ridge community located along southbound I-83 south of Timonium Road in Baltimore County. I appreciate the opportunity to respond to you regarding Mr. Hartnett's concerns.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In Type I situations, barriers are considered when a new highway is being built or an existing highway is being expanded. At this time, we have no plans to expand this portion of I-83, where a Type I sound barrier evaluation would be warranted. If such a project were planned for this segment of I-83, however, we would analyze the impact of the proposed improvements on projected future noise levels. We would, specifically, determine whether future highway noise levels will equal or exceed the impact threshold of 66-decibels. If so, then we would also determine whether the highway noise would be at least three-decibels higher than it would have been if the highway were not improved. A three-decibel increase is required because the human ear only begins to discern a change in noise levels if the change is between three and five-decibels. The homes that would be impacted by any such increase in highway noise would also have to predate the approval of the highway improvements. If these conditions were met, we would then determine whether the excess noise levels could be reduced for a reasonable cost.

When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—communities may be considered for our "Type II," or "retrofit," sound barrier program. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development process. A number of criteria must be met for a Type II barrier to be approved. First, the county in which the community is located must have an ordinance that addresses the impact of highway traffic noise on new residential development. In addition, the highway in question must be a controlled-access highway (one with interchanges rather than at-grade intersections). If both of these conditions exist, then all of the following technical criteria must also be met: the majority of impacted homes must predate the highway; existing noise levels must equal or exceed the 66-decibel impact threshold; and it must be possible to build an effective barrier for \$50,000 or less per benefited home. If all of these criteria are met, the county must then agree to fund 20 percent of the barrier cost.

My telephone number is 410-865-1000
Toll Free Number 1-888-713-1414 TTY User Call Via MD Relay
7201 Corporate Center Drive, Hanover, Maryland 21076

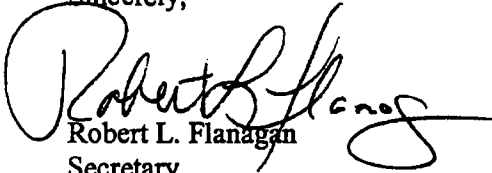
The Honorable Barbara A. Mikulski
Page Two

The State Highway Administration (SHA) has evaluated the Hunt Ridge community's eligibility for our Type II sound barrier program as outlined above. Our investigation has determined that the majority of homes in the Hunt Ridge community were built in the mid-1980s after the 1962 opening of I-83. Based on this information, the Hunt Ridge community is not eligible for our Type II sound barrier program.

The sound barrier along the ramp from Timonium Road to southbound I-83 was recently constructed by the private developer of the property to which the barrier is adjacent. This sound barrier was required as part of the Baltimore County's permit process for the development of this parcel of land and is not an SHA sound barrier. The recently constructed SHA sound barrier, beginning just south of Pheasant Run Court and running along southbound I-83 and extending to the bridge at Seminary Avenue, is for the Longford North community. This barrier was built to fulfill a commitment that was made by SHA in 1984 to the Longford North community. The original commitment did not contemplate extending the barrier beyond its present northern terminus to either protect the Hunt Ridge community or to go all the way to Timonium Road.

Thank you again for your letter. If you have any additional questions or concerns, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design, at 410-545-8640, 1-800-446-5962 or, by email, at cadams@sha.state.md.us. He will be pleased to assist you. Of course, you should not hesitate to contact me directly, if you prefer.

Sincerely,


Robert L. Flanagan
Secretary

cc: Mr. John A. Hartnett
Mr. Charles B. Adams, Director, Office of Environmental Design, SHA
Mr. Neil J. Pedersen, Administrator, SHA

The Honorable Barbara A. Mikulski
Page Three

bcc: Ms. Missy Cassidy, Director of Policy and Governmental Affairs, Maryland Department of Transportation
Ms. Valerie Burnette Edgar, Director of Communications, SHA
James Hade, RLA, Noise Abatement Team Leader, SHA
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, SHA
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, SHA
Mr. Douglas H. Simmons, Deputy Administrator for Planning and Engineering, SHA
Ms. Frances Ward, Community Liaison, SHA
Mr. David J. Malkowski, District Engineer, SHA
Richard Y. Woo, Ph.D., Director of Policy and Research, State Highway Administration

Serial #: WCS 19520

OED Serial#: None

Noise Customer #: 2909

Responding to letter dated: Follow-up to 04-21-2005 letter to Sec. Flanagan from Sen. Mikulski;
Sen. Mikulski wrote:

"I am forwarding you information, a letter from our constituent, Mr. John Hartnett, who is concerned about highway noise. I hope you will keep Mr. Hartnett views in mind as you address this issue.

"Thank you very much for your consideration. I look forward to working with you on issues important to Maryland in the future."

Mr. Harnett emailed Sen. Mikulski on 04-13-2005 and wrote:

"As the story goes, you attended an affair several years ago in the backyard of residents in the Valleyfield section of Lutherville-Timonium and you couldn't hear yourself think. Suddenly those homes were fast-tracked for sound barriers.

"When we moved in the neighboring development, Hunt Ridge, in 1986 it was because according to our neighbors and the realtor sound barriers were to be installed by 1990. Suddenly we were taken off the list without a word.

"While you were not hearing yourself at that affair the residents of Hunt Ridge were [petitioning] and writing letters to everybody. I even got a reporter here to listen to the traffic. The State simply said too bad.

"Now a new development is going up along the southbound ramp from Timonium Road to I-83 with the developer placing [a sound] barrier that direct the highway noise right into Hunt Ridge.

"Can you help us?"

Saved: 05/05/05 12:36 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2005\MIKULSKIBA01.doc.doc

BARBARA A. MIKULSKI
MARYLAND

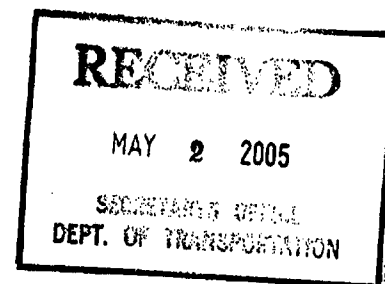
138
SUITE 503
HART SENATE OFFICE BUILDING
WASHINGTON, DC 20510-2003

(202) 224-4654
TDD: (202) 224-5223

United States Senate
WASHINGTON, DC 20510-2003

April 21, 2005

The Honorable Robert L. Flanagan
Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
P.O. Box 548
Hanover, Maryland 21076-0548



Dear Secretary Flanagan:

I am forwarding you information, a letter from our constituent, Mr. John Hartnett, who is concerned about highway noise. I hope you will keep Mr. Hartnett's views in mind as you address this issue.

Thank you very much for your consideration. I look forward to working with you on issues important to Maryland in the future.

Sincerely,

A handwritten signature in cursive script that reads "Barbara A. Mikulski".

Barbara A. Mikulski
United States Senator

BAM:km
Enclosure



SUITE 400
1629 THAMES STREET
BALTIMORE, MD 21231
(410) 962-4510

SUITE 202
60 WEST STREET
ANNAPOLIS, MD 21401-2448
(410) 263-1805

SUITE 406
6404 IVY LANE
GREENBELT, MD 20770-1407
(301) 345-5517

94 WEST WASHINGTON STREET
HAGERSTOWN, MD 21740-4804
(301) 797-2826

SUITE 1, BUILDING B
1201 PEMBERTON DRIVE
SALISBURY, MD 21801-2403
(410) 546-7711

<http://mikulski.senate.gov/>

139

From: johnf219@msn.com
Date: 4/13/2005 7:09:49 PM
To: webmail@mikulski-iq.senate.gov
Subject: www_email

Senator,

As the story goes, you attended an affair several years ago in the backyard of residents in the Valleyfield section of Lutherville-Timonium and you couldn't hear yourself think. Suddenly those homes were fast-tracked for sound barriers.

When we moved into the neighboring development, Hunt Ridge, in 1986 it was because according to our neighbors and the realtor sound barriers were to be installed by 1990. Suddenly we were taken off the list without a word.

While you were not hearing yourself at that affair the residents of Hunt Ridge were petitioning and writing letters to everybody. I even got a reporter here to listen to the traffic. The State simply said too bad.

Now a new development is going up along the southbound ramp from Timonium Road to I-83 with the developer placing a sound barrier that directs the highway noise right into Hunt Ridge.

Can you help us?

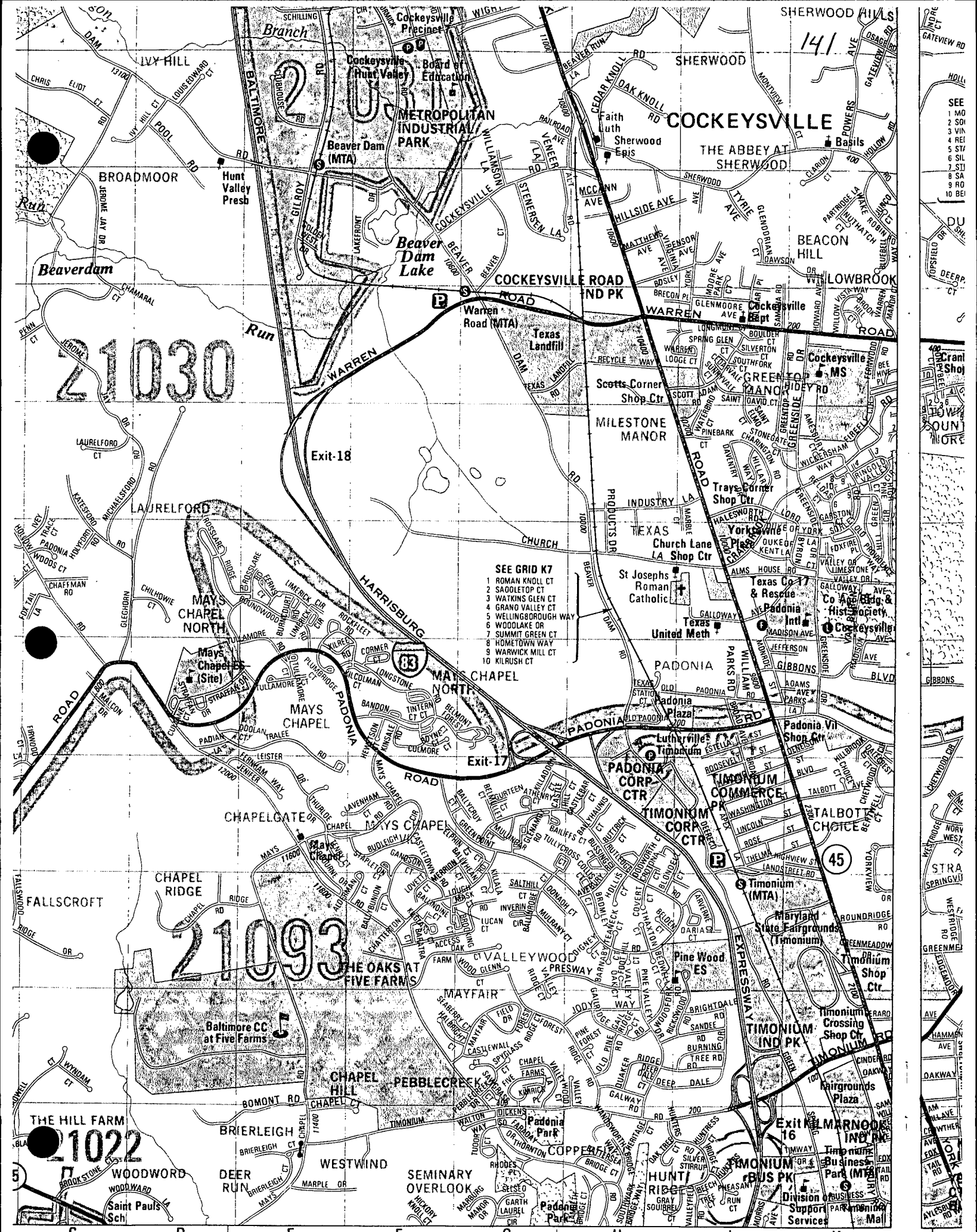
==== Original Formatted Message Starts Here =====

<APP>SCCMAIL
<PREFIX>Mr.</PREFIX>
<FIRST>John</FIRST>
<LAST>Hartnett</LAST>
<ADDR1>9 Hunters Court</ADDR1>
<ADDR2></ADDR2>
<CITY>Timonium</CITY>
<STATE>MD</STATE>
<ZIP>21093</ZIP>

140

Correspondence Details**Case ID: 19520 Mikulski, Barbara**

Case ID: 19520
Constituent: Mikulski, Barbara
Address: Suite 709
Harte Senate Office Building
Washington, DC 20510-2003
Document Date: 04/21/2005
Bar Code:
Corr. Type: In
Confidential: No
Subject: SHA-General
Stand on issue: Neither
How corr. was received: US Postal Mail
Tone of letter: Neither
Current Owner: Helene, Irene
Date Assigned: 05/03/2005
Deadline Date: 05/10/2005
Date Closed:
Respond On Behalf Of: Prepare Response For Secretary's Signature
External Code:
Comments: Writes regarding her constituent, Mr. John Hartnett, and his concerns about highway nc



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Customer Info. View for 2003				Thursday, May 05, 2005 12:41 PM		Admin	
ID #	MAP	DATE	Letter or Phone on	LAST NAME	FIRST NAME	Active?	
2909		05/03/2005	Email	HARTNETT	Mr. John F.	<input checked="" type="checkbox"/>	
STREET#	STREET NAME	COUNTY	CITY (Post office)	ZIP CODE	Representative stat		
9	Hunters Court	BA	Lutherville-Timon	21093-4008	private		
Elected Official whom has communicated directly to us on this cu				Sen. Barbara Mikulski			
DAY PHONE	HOME PHONE	E-Mail address	COMMUNITY	HDR Dbase Link			
	410-561-0249	johnf219@msn.com	Hunt Ridge				
Logical Project Limit	ROADWAY	I-83	BarrierNam				
SB I-83 south of Timonium Rd to ex. Sound barrier for Longford North community							
RESPONSE	INQUIRY			2nd Contact			
described Type I & II criteria; no plans for I-83 warranting Type I eval for this area; fails for Type II for date (homes built mid-1980s, I-83 is 1962)			developer of Holly Ridge built barrier directing noise into Hunt Ridge				
			Last Conta	Researcher	Primary SHA Contact		
			04/13/2005		None		
FILE LOCATION	OTHER	Current commitm			Construction Projects		
Do we owe a letter	Letter Commit due da	05/10/2005					
	Letter signed dat		Reason Letter is Lat	n/a			
LAST action							
5-3-05 Sen. Mikulski wrote Sec/MDOT on 4-21-05 on behalf of Mr. Hartnett about his concerns on hwy traffic noise; response to the Senator w/Mr. Hartnett as a CC							
Comments: This field can not be sorted or searched.							
OPPE or Hwy rep current type T L							
All Elected Officials: 05-2005 EO's Dist. 11 Sen. Paula C. Hollinger; Dels. Jon S. Cardin; Dan K. Morhaim; Robert A. Zirkin; BA Cncl Kevin Kamenetz							
Comment Journal, and letter hyperlinks							
\shadgn\vol1\user\oad\Noise\Dbase\Customer_notes\							
Consultant Fir							
1-888-375-1975 outside MD							

To Meet 100% of our Commitments!

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Click here for a plain text ADA compliant screen.



Maryland Department of Assessments and Taxation
BALTIMORE COUNTY
Real Property Data Search

[Go Back](#)
[View Map](#)
[New Search](#)
[Ground Rent](#)

Account Identifier: District - 08 Account Number - 1800010770

Owner Information

Owner Name: HARTNETT JOHN F
HARTNETT ANTONIA Use: RESIDENTIAL
Principal Residence: YES
Mailing Address: 9 HUNTERS CT
LUTH-TIMONIUM MD 21093-4008 Deed Reference: 1) / 7300/ 686
2)

(H) 410.561-0249 em: Johnf219@msa.com

Location & Structure Information

Premises Address

9 HUNTERS CT

Legal Description

13567 SQ FT .3114 AC
HUNT RIDGE

Map	Grid	Parcel	Sub District	Subdivision	Section	Block	Lot	Assesment Area	Plat No:	A
60	11	99			2	B	10	2	Plat Ref:	47/ 26

Special Tax Areas

Town
Ad Valorem
Tax Class

Primary Structure Built
1983

Enclosed Area
1,896 SF

Property Land Area
13,567.00 SF

County Use
04

Stories
2

Basement
YES

Type
STANDARD UNIT

Exterior
SIDING

Value Information

	Base Value	Value As Of 01/01/2005	Phase-in Assessments As Of 07/01/2004	As Of 07/01/2005
Land:	73,890	117,890		
Improvements:	123,530	195,720		
Total:	197,420	313,610	197,420	236,150
Preferential Land:	0	0	0	0

Transfer Information

Seller: WEAVER JAMES A	Date: 10/21/1986	Price: \$160,000
Type: IMPROVED ARMS-LENGTH	Deed1: / 7300/ 686	Deed2:
Seller:	Date:	Price:
Type:	Deed1:	Deed2:
Seller:	Date:	Price:
Type:	Deed1:	Deed2:

Exemption Information

Partial Exempt Assessments	Class	07/01/2004	07/01/2005
County	000	0	0
State	000	0	0
Municipal	000	0	0

Tax Exempt: NO
Exempt Class: EO's Dist. 4

San Paula C. Hollinger
Del. Jon S. Carden
Dan K. Morhain
Robert A Zwick

Special Tax Recapture:

* NONE *

BACO Kevin Kametz

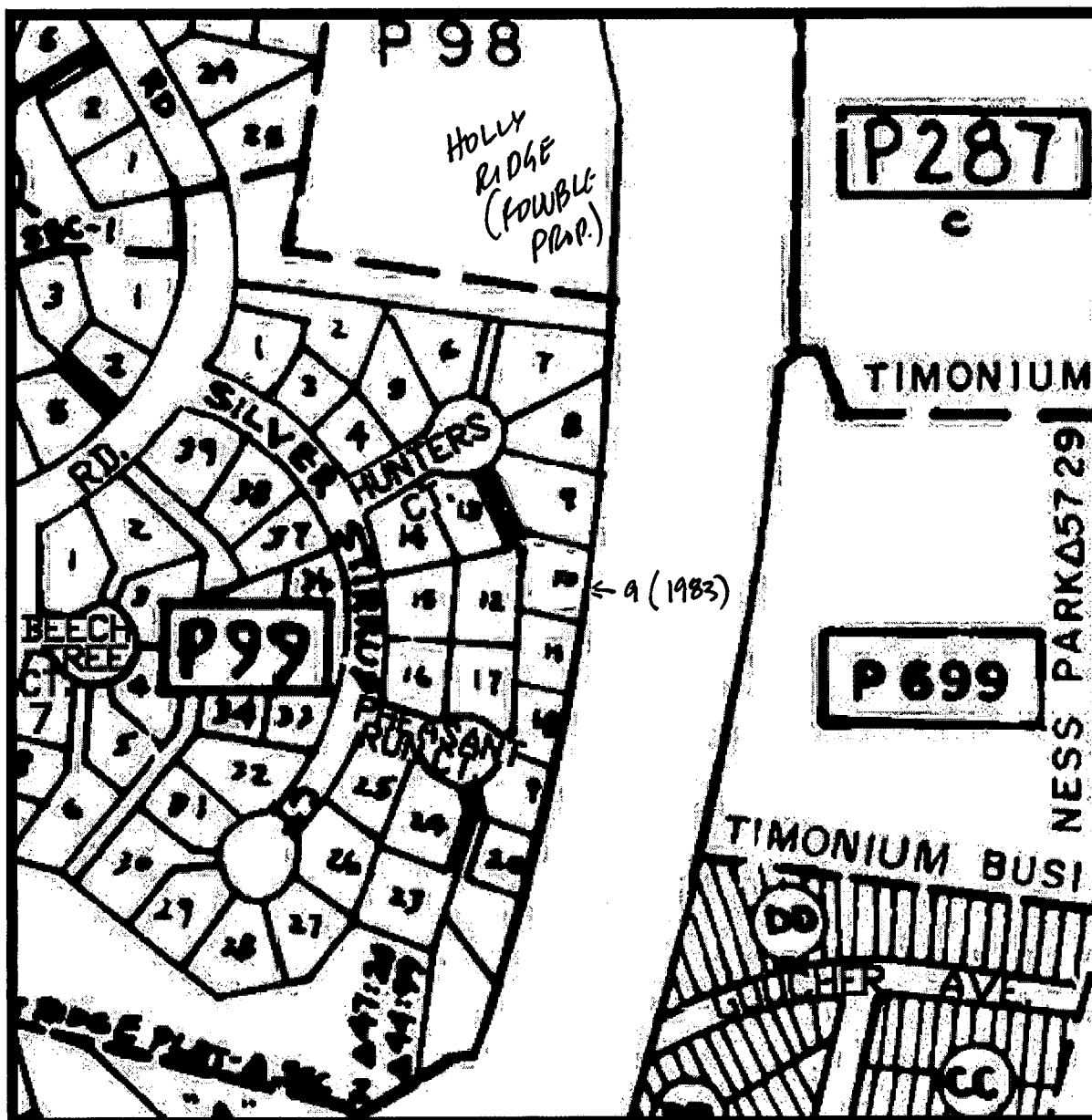
144



Maryland Department of Assessments and Taxation
BALTIMORE COUNTY
Real Property Data Search

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District - 08 Account Number - 1800010770



Property maps provided courtesy of the Maryland Department of Planning ©2004.
For more information on electronic mapping applications, visit the Maryland Department of Planning
web site at www.mdp.state.md.us/webcom/index.html

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Search TerraServer



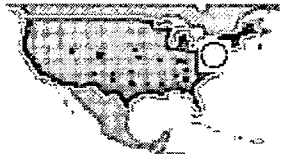
9 Hunters Ct, Lutherville Timonium, MD 21093
Baltimore, Maryland, United States 4/4/1994

[Download](#) | [E-mail](#) | [Info](#) | [Print](#) | [Order Photo](#)

Street
9 hunters court

City
lutherville

State
md



Longitude
-76.63602

Latitude
39.43296



Size

Aerial Photo

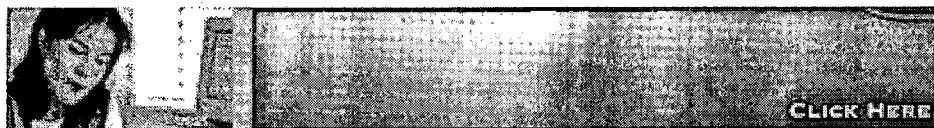


Image courtesy of the U.S. Geological Survey

m 50 100 150
yds 50 100 150

House and Home Demographics:

Schools, Crime and Demographics for 21093



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Maryland Department of Assessments and Taxation
BALTIMORE COUNTY
Real Property Data Search

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[View Map](#)
[New Search](#)

Page 1 of 1

Name	Account	Street	OWN OCC	Map Parcel
<u>BARNES DOUGLAS E</u>	08 1800010774	1 HUNTERS CT 1983	H	60 99 410.252.0398
<u>RAMAMURTHY S V</u>	08 1800010773	3 HUNTERS CT 1983	H	60 99
<u>GOUNARIS NICHOLAS</u>	08 1800010765	4 HUNTERS CT 1982	H	60 99 410.252.4670
<u>COCKEY MARION</u>	08 1800010772	5 HUNTERS CT 1985	H	60 99
<u>MARAJ PRADUMAN</u>	08 1800010766	6 HUNTERS CT 1983	H	60 99 410.252.9198
<u>POPP JAMES E</u>	08 1800010771	7 HUNTERS CT 1985	H	60 99
<u>PALARDY JOHN DAVI</u>	08 1800010767	8 HUNTERS CT 1983	H	60 99 410.252.3895
<u>HARTNETT JOHN F</u>	08 1800010770	9 HUNTERS CT 1983	H	60 99 410.561-0249
<u>HOSSBACH JAMES MC</u>	08 1800010768	10 HUNTERS CT 1983	H	60 99 410.252.0130
<u>LEMMON CHARLES R</u>	08 1800010769	11 HUNTERS CT 1983	H	60 99 410.560.0572
<u>COVINGTON LEAH</u>	02 2200011252	4109 HUNTERS HILL	H	67 445
<u>GRAY PATRICIA J</u>	02 2200011254	4113 HUNTERS HILL	H	67 445
<u>MILLER KIMBERLY D</u>	02 2200011255	4115 HUNTERS HILL	H	67 445
<u>GRANT TONI FONTEN</u>	02 2200011257	4119 HUNTERS HILL	H	67 445



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Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

November 10, 2005

The Honorable Dan K. Morhaim
Maryland House of Delegates
8 Park Center Court, Suite 100
Owings Mills MD 21117-5609

Dear Delegate Morhaim:

The State Highway Administration (SHA) will conduct an informational meeting for the Woodholme Avenue community regarding the sound barrier project along the ramp from southbound Reisterstown Road (MD 140) to southbound I-695 in Baltimore County. The meeting is scheduled for Tuesday, November 15, 2005, from 7 to 9 p.m., in the Woodholme Elementary School, 300 Mount Wilson Lane, Pikesville, Maryland. Before the meeting, displays will be available for viewing from 6:30 to 7 p.m. There will be signs in the building directing you to the meeting location.

The purpose of the meeting is to discuss the proposed sound barrier for the community and to seek concurrence on the construction of the barrier from at least 75 percent of the impacted property owners that would benefit from the barriers. We will distribute vote cards at the meeting to impacted homeowners. Impacted property owners who are eligible to vote are those whose homes experience existing highway noise levels of 66 decibels or greater.

Property owners who are unable to attend this meeting will receive a summary of the meeting and copies of all materials distributed at the meeting approximately seven to ten days following the meeting. Voting cards will also be included for impacted property owners who are unable to attend the meeting.

My telephone number/toll-free number is 410-545-0400 or 1-800-206-0770

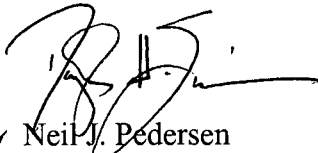
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410.545.0300 • www.marylandroads.com

The Honorable Dan K. Morhaim
Page Two

Your attendance at this meeting would be appreciated. If you have any questions or concerns before the meeting, please do not hesitate to contact Mr. James D. Hade, SHA's Noise Abatement Team Leader of the Office of Environmental Design, at 410-545-8599 or 1-800-446-5962 or, by e-mail, at jhade@sha.state.md.us. Mr. Hade will be pleased to assist you.

Sincerely,


For, Neil J. Pedersen
Administrator

cc: Mr. Charles B. Adams, Director, Office of Environmental Design, State Highway
Administration
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Mr. David J. Malkowski, District Engineer, State Highway Administration

The Honorable Dan K. Morhaim
Page Three

bcc: Ms. Valerie Burnette Edgar, Director of Communications, State Highway Administration
Mr. Steven L. Kreseski, Chief of Staff, Office of the Governor
Mr. David Marks, Chief of Staff, Maryland Department of Transportation
Mr. Edward Miller, Deputy Chief of Staff, Office of the Governor
Ms. Nicole Tyler, Special Assistant to the Director, Office of Environmental Design,
State Highway Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of
Transportation
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, State Highway
Administration
Mr. Douglas H. Simmons, Deputy Administrator for Planning and Engineering, State
Highway Administration
Ms. Linda I. Singer, Legislative Manager, State Highway Administration
Ms. Frances Ward, Community Liaison, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 259 (Mr. Richard Rynd); 1035 (Mr. and Mrs. Edward M. Miller); 1689 (Ms. Dolores King); 2328 (Mr. and Mrs. Randal D. Getz)

Responding to letter dated: Invitation to SHA-hosted community informational meeting scheduled for 11-15-2005 at the Woodholme Elementary School, 300 Mount Wilson Lane, Pikesville, MD

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150

N



Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

151

December 1, 2005

Douglas E. Novocin, P.E.
Highway Engineering Manager
Maryland Transportation Authority
300 Authority Drive
Baltimore MD 21222-2200

Dear Mr. Novocin:

We are forwarding the enclosed copy of the Noise Report for the Cowenton South/Knight Property, located along northbound I-95 near Cowenton Avenue in Baltimore County, for your review and comments. Mr. Dennis A. Kennedy, Baltimore County's Supervisor for Development Plans Review, forwarded this report to our office for review and comment.

Thank you for reviewing the document and reporting your findings to Mr. Kennedy. If I can be of further assistance, please do not hesitate to contact me at 410-545-8640, 1-800-446-5962 or via email at cadams@sha.state.md.us.

Sincerely,

Charles B. Adams

Director

Office of Environmental Design

Enclosures

cc: Mr. Dennis A. Kennedy, Supervisor, Development Plans Review, Baltimore County
Department of Permits and Development Management
Mr. David J. Malkowski, District Engineer, State Highway Administration

My telephone number/toll-free number is 410-545-8640 or 1-800-446-5962
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com

Douglas E. Novocin, P.E.
Page Two

bcc: Mr. Larry Gredlein, Engineering Access Permits, Office of Highway Development, State Highway Administration
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, State Highway Administration
Ms. Nicole Tyler, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
Ms. Frances Ward, Community Liaison, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #:

Responding to letter dated: Forwarding noise reports sent 11-25-2005 from Mr. Dennis Kennedy, BA Co Dept. of Permits and Development Management to Mr. Charles Adams regarding the new development (Cowenton South/Knight property) along NB I-95 near Cowenton Road in B A Co.; the noise reports are, in turn, being forwarded to Mr. Doug Novocin at MdTA

Saved: 11/29/05 3:52 PM by: T.E. Severeha9999z

N:\OED\NOISE\CORRESP\2005\NOVOCINDE-COWENTONSOUTH-KNIGHT.doc

Enclosures:

One copy of cover letter from Mr. Dennis Kennedy to Mr. Charles Adams, dated 11-25-2005,
(1 page)

One copy of *Phase I Traffic Noise Analysis, Knight Property, Baltimore County, Report #5249*, dated 06-03-2005, prepared by the Polysonics Corp. for the Keelty Company, (24 pages)

One copy of *Phase II Noise Barrier Analysis and Design, Knight Property, Baltimore County, Report #5259*, dated 07-21-2005, prepared by the Polysonics Corp. for the Keelty Company,
(15 pages)



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Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor

Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

Maryland Department of Transportation

March 1, 2005

The Honorable Douglas J.J. Peters
Prince George's County Council
County Administration Building, 2nd Floor
14741 Governor Oden Bowie Drive
Upper Marlboro MD 20772-3037

Dear Councilmember Peters:

This letter is a follow-up to your recent letter regarding a lack of median opening on MD 450 for the Glenn Dale Woods community and their request for a sound barrier along westbound MD 450 just west of the MD 450/MD 193 interchange. Your letter was forwarded to the Office of Environmental Design to address the sound barrier question for the Glenn Dale Woods community. I appreciate the opportunity to provide the following information.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. In the 1988 *Environmental Assessment* and the 1991 *Finding of No Significant Impact* for the improvements to MD 450 between Whitfield Chapel Road to west of MD 3, the impact of highway traffic noise due to the proposed improvement projects was studied throughout the MD 450 corridor. At the time of the approvals of these documents, the Glenn Dale Woods community along westbound MD 450 did not exist and, therefore, no noise abatement was proposed. The community of Holmehurst West, located on eastbound MD 450 opposite the Glenn Dale Woods community, was evaluated for highway traffic noise impacts and found to meet all of the Type I sound barrier criteria in the State's Sound Barrier Policy. Therefore, a sound barrier was recommended and constructed.

When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—communities may be considered for our "Type II," or "retrofit," sound barrier program. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development process. A number of criteria must be met for a Type II barrier to be approved. First, the county in which the community is located must have an ordinance that addresses the impact of highway traffic noise on new residential development. In addition, the highway in question must be a controlled-access highway (one with interchanges rather than at-grade intersections).

Our toll-free number is: 1.800.749.0737

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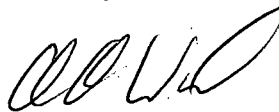
The Honorable Douglas J. J. Peters
Page Two

If both of these conditions exist, then all of the following technical criteria must also be met: the majority of impacted homes must predate the highway; existing noise levels must equal or exceed the 66-decibel impact threshold; and it must be possible to build an effective barrier for \$50,000 or less per benefited home. If all of these criteria are met, the county must then agree to fund 20 percent of the barrier cost.

The State Highway Administration has evaluated the Glenn Dale Woods community's eligibility for our Type II sound barrier program as outlined above. Our research has determined that the homes in the community were built in 2001 and 2002 and that MD 450 is not a fully controlled-access highway. Therefore, the Glenn Dale Woods community cannot be considered for our Type II sound barrier program.

Thank you again for your letter and interest in the State's Sound Barrier Program. If you have any additional questions or concerns, please do not hesitate to contact Mr. James Hade, SHA's Noise Abatement Team Leader at 410-545-8599 or 1-800-446-5962 or, by email, at jhade@sha.state.md.us. He will be pleased to assist you.

Sincerely,



Charlie K. Watkins
District Engineer

cc: Mr. Charles B. Adams, Director, Office of Environmental Design, SHA
The Honorable Mary A. Conroy, Member, Maryland House of Delegates
The Honorable Leo E. Green, Member, Senate of Maryland
James D. Hade, RLA, Noise Abatement Team Leader, SHA
The Honorable James W. Hubbard, Member, Maryland House of Delegates
Mr. Neil J. Pedersen, Administrator, State Highway Administration
Ms. Tonya M. Spears, President, Glenn Dale Woods Homeowners Association, Inc.

The Honorable Douglas J.J. Peters
Page Three

bcc: Ms. Valerie Burnette Edgar, Director of Communications, SHA
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, SHA
Ms. Nanette M. Schieke, State Legislative Officer, MDOT
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, SHA
Mr. Douglas H. Simmons, Deputy Administrator for Planning and Engineering, SHA
Ms. Linda I. Singer, Legislative Manager, SHA

Serial #: None

OED Serial#: None

Noise Customer #: 2884

Responding to letter dated: Follow-up to 02-18-2005 letter from Dist. Eng. Watkins to PG Councilman Peters; Mr. Watkins wrote:

"Thank you for your recent letter forwarding the concerns of your constituent, Ms. Tonya M. Spears, regarding the lack of a direct median opening on MD 450 near its intersection with MD 193. Please let me assure you that roadway safety is our highest priority.

"We have the opportunity to evaluate this location. The access to the Glenn Dale Woods Homeowners Subdivision on MD 450 is approximately 1,200 feet from the major intersection with MD 193. This distance does not meet the State's spacing criteria for a full access. The State's spacing criteria to allow full access along major roadways in suburban area should not be closer than 1,500 feet. This distance is to maintain a good level of safety and operations and as such, we are not in a position to modify the existing access point at the Glenn Dale Woods Subdivision.

"With regard to your request for a sound barrier, I am forwarding your letter to Mr. Charles B. Adams, Director of the Office of Environmental Design. He will review this request and respond to you directly.

"Thank you again for your letter. If you have any additional questions, please feel free to contact me or Mr. Majid Shakib, Assistant District Engineer for Traffic, at 301-513-7359 or 1-800-749-9737."

Councilman Peters wrote to Dist. Eng. Watkins of 02-08-2005 and wrote:

"I write to bring to your attention a recent request to my office from Mrs. Tonya Spears of the Glenn Dale Woods Homeowners Association regarding two issues with Route 450 near the subdivision. Please find enclosed her January 25th letter regarding requests for direct access onto and a sound barrier for Route 450 for your review and consideration.

"I would appreciate that your office reviews this matter for any additional actions that may be taken. Please contact my office regarding the status of the matters discussed. If you need further information, please do not hesitate to contact me of Todd M. Turner, my Director of Constituent Services, at (301) 952-3094. I thank you in advance for your consideration and prompt response in this matter."

Ms. Spears wrote to Mr. Vernon Stinnet, SHA Laurel Shop, 01-25-2005 and wrote (in part):

"...In the past, we also have inquired about having a sound barrier erected in front of our development to ease the traffic noise, as we sit directly on Rt. 450 (west); unfortunately, we were told that this was not feasible. However, in Fall 2004, a sound barrier was placed on the opposite side of our development - on Rt. 450 east. This, of course, does not provide any noise relief for residents on the west side of 450. ..."

Saved: 02/23/05 3:52 PM by: T.E. Severe

N:\OED\NOISE\CORRESP\2005\PETERSDJJ01.doc



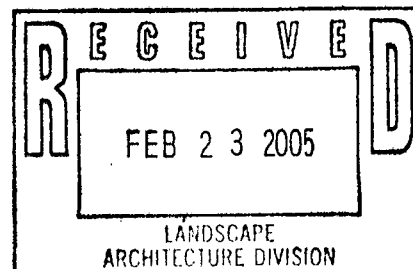
Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor

Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

MARYLAND DEPARTMENT OF TRANSPORTATION

February 18, 2005

The Honorable Douglas J.J. Peters
Council Member, 4th District
Prince George's County Government
County Administration Building
Upper Marlboro MD 20772



Dear Council Member Peters:

Thank you for your recent letter forwarding the concerns of your constituent, Ms. Tonya M. Spears, regarding the lack of a direct median opening on MD 450 near its intersection with MD 193. Please let me assure you that roadway safety is our highest priority.

We have had an opportunity to evaluate this location. The access to the Glenn Dale Woods Homeowners Subdivision on MD 450 is approximately 1,200 feet from the major intersection with MD 193. This distance does not meet the State's spacing criteria for a full access. The State's spacing criteria to allow full access along major roadways in suburban areas should not be closer than 1,500 feet. This distance is to maintain a good level of safety and operations and as such, we are not in a position to modify the existing access point at the Glenn Dale Woods Subdivision.

With regard to your request for a sound barrier, I am forwarding your letter to Mr. Charles B. Adams, Director of the Office of Environmental Design. He will review this request and respond to you directly.

Thank you again for your letter. If you have any additional questions, please feel free to contact me or Mr. Majid Shakib, Assistant District Engineer for Traffic, at 301-513-7359 or 1-800-749-0737.

Sincerely,

Charlie K. Watkins
District Engineer

cc: Mr. Charles B. Adams, Director, Office of Environmental Design, SHA (w/incoming)
Mr. Steve Foster, Chief, Engineering Access Permits Division, SHA (w/incoming)

Our toll-free number is: 1.800.749.0737

Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

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Noise Team

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reply.

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and talents come together...
expect a masterpiece.*



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THE PRINCE GEORGE'S COUNTY GOVERNMENT

(301) 952-3094

DOUGLAS J.J. PETERS

Council Member, 4th District

February 8, 2005

Mr. Charlie K. Watkins
District Engineer
State Highway Administration
9300 Kenilworth Avenue
Greenbelt, MD 20770

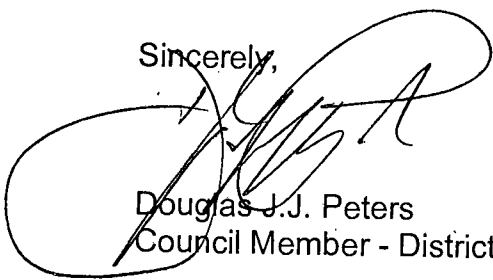
Re: Glenn Dale Woods Subdivision - Route 450

Dear Mr. Watkins:

I write to bring to your attention a recent request to my office from Ms. Tonya Spears of the Glenn Dale Woods Homeowners Association regarding two issues with Route 450 near the subdivision. Please find enclosed her January 25th letter regarding requests for direct access onto and a sound barrier on Route 450 for your review and consideration.

I would appreciate that your office reviews this matter for any additional actions that may be taken. Please contact my office regarding the status of the matters discussed. If you need further information, please do not hesitate to contact me or Todd M. Turner, my Director of Constituent Services, at (301) 952-3094. I thank you in advance for your consideration and prompt response in this matter.

Sincerely,



Douglas J.J. Peters
Council Member - District 4

DJJP/tmt

c: Ms. Tonya Spears

County Administration Building — Upper Marlboro, Maryland 20772
FAX-(301) 952-4910



FEB 04 2005 161

Glenn Dale Woods Homeowners Association, Inc.

Post Office Box 386 ♦ Glenn Dale, Maryland 20769

January 25, 2005

President
Tonya M. Spears

**Vice President/
Architectural Director**
Nina H. Babel

Treasurer
Stacy K. Gurdon

Secretary
Montez L. Willis

Director
Romy S. Scott

Mr. Vernon Stinnertt
Maryland State Highway Administration
400 Second Street
Laurel, Maryland 20707

Dear Mr. Stinnertt:

The Glenn Dale Woods Homeowners Association would like to formally request an opening to be made in the median strip of Route 450 in order to make a left turn from our development onto Route 450 in Prince George's County.

Our community was constructed approximately three years ago and is located on Glenn Dale Woods Court off of westbound Route 450 (near the intersection of Routes 450/193). Currently, when leaving our development, vehicles can only make a right turn onto Rt. 450 headed west. For travel towards Rt. 450 east, or to access Rt. 193, homeowners must turn onto Rt. 450 west, move to the far right lane, and make a U-turn at one of the openings further down on Rt. 450. To access our homes from 450, homeowners must make a U-turn at the busy intersection of 450/193. Please note that there is only one way in and out of our development.

The purpose of our request is two-fold — safety and convenience. You already may be aware of some of the safety concerns, as there have been numerous vehicular accidents at the intersection of 450/193 in the past. In addition to the accidents themselves, there also have been occasions when we have been unable to make a U-turn as a result of the location of the accidents. In these cases, attempting to reach our homes becomes even more cumbersome. Furthermore, preparing to make the U-turn can be a bit tricky and often requires some maneuvering as vehicles directly behind you (usually) approach the intersection to make a left turn, and assume you are too, but the sudden realization of a U-turn immediately changes the speed of the vehicle behind you. And, judging the distance of on-coming vehicles from the opposite direction is also difficult since we do not need to pull into the middle of the intersection to make a U-turn...on-coming vehicles may be closer than they appear.

Regarding convenience, the primary reason for this request is for homeowners to have easy access to and from their homes. Also, immediate access to 450 east would assist in the usage of the thoroughfares, post office, community center, retail outlets, etc., that are located east of our homes. In addition, homeowners also have received complaints about having to make a U-turn from delivery and service persons who need access to our homes with large trucks.

V. Stinnert
January 25, 2005
Page 2

Another example is related to traffic delays. When there is a traffic backup at the intersection of 450/193, our homeowners must wait in the traffic while literally looking at our homes (some 50 feet away), but unable to reach our development because there isn't an opening in the median for us to utilize. As a result, we sit in traffic until we reach the intersection, make a U-turn, and proceed to our homes. This is definitely an inefficient use of the road and our time.

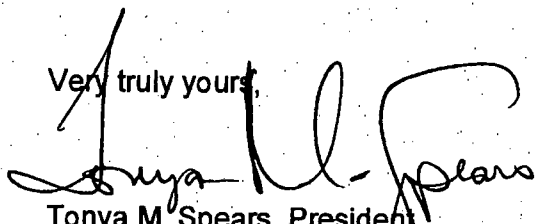
As you can see, there are a number of reasons for our request to have an opening in the median strip across from our development (and other reasons that have not been mentioned). While we are very much aware that the current setup on Rt. 450 has been in place for some time, we believe our request is needed, as a result of the construction of our homes, to enhance the accessibility of our development and to provide a more enjoyable place to live.

In the past, we also have inquired about having a sound barrier erected in front of our development to ease the traffic noise, as we sit directly on Rt. 450 (west); unfortunately, we were told that this was not feasible. However, in Fall 2004, a sound barrier was placed on the opposite side of our development—on Rt. 450 east. This, of course, does not provide any noise relief for residents on the west side of 450.

Mr. Stinnert, we hope that this formal request for an opening in the median on Route 450 directly across from our development will be given serious consideration and approval. If you have any questions, please feel free to contact me at work (202-789-8635) or at home (301-464-4504) or via e-mail (glennendalewoods@hotmail.com).

Thank you in advance for your attention to this matter.

Very truly yours,



Tonya M. Spears, President
Glenn Dale Woods Homeowners Association, Inc.

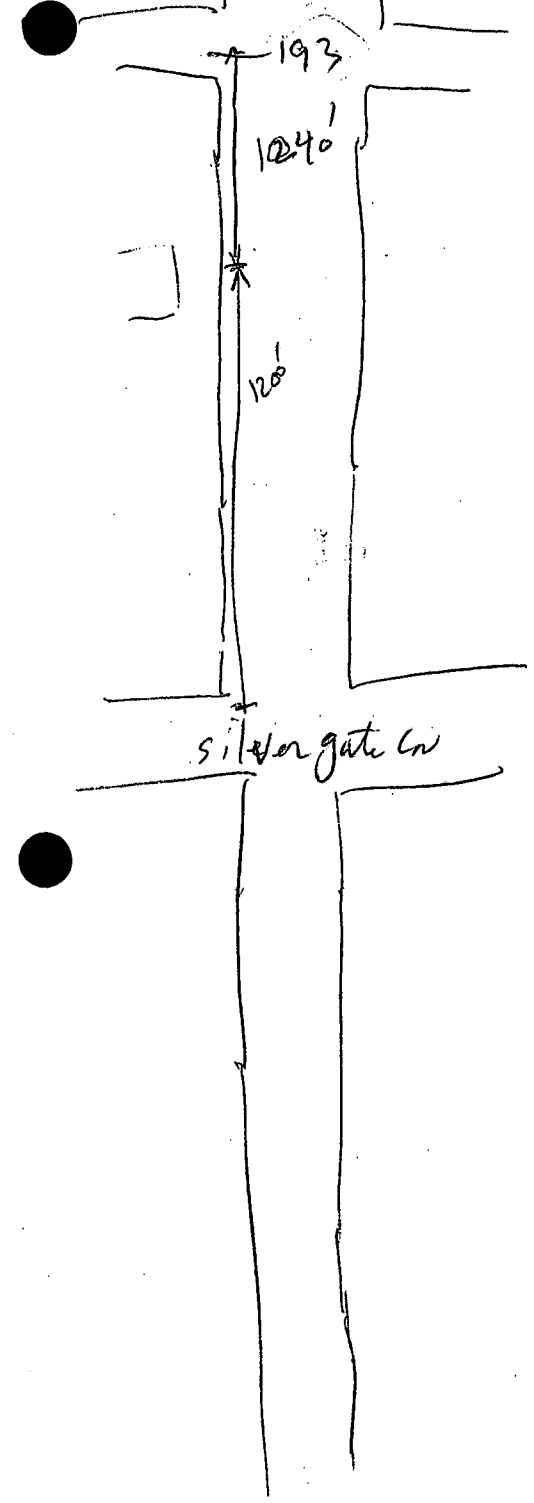
cc: Councilman Douglas J.J. Peters
Prince Georges County Council – District 4

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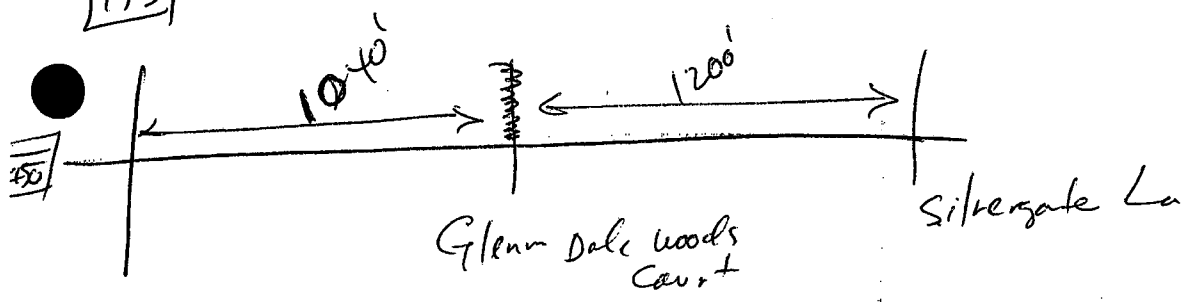
Silvergate Ln

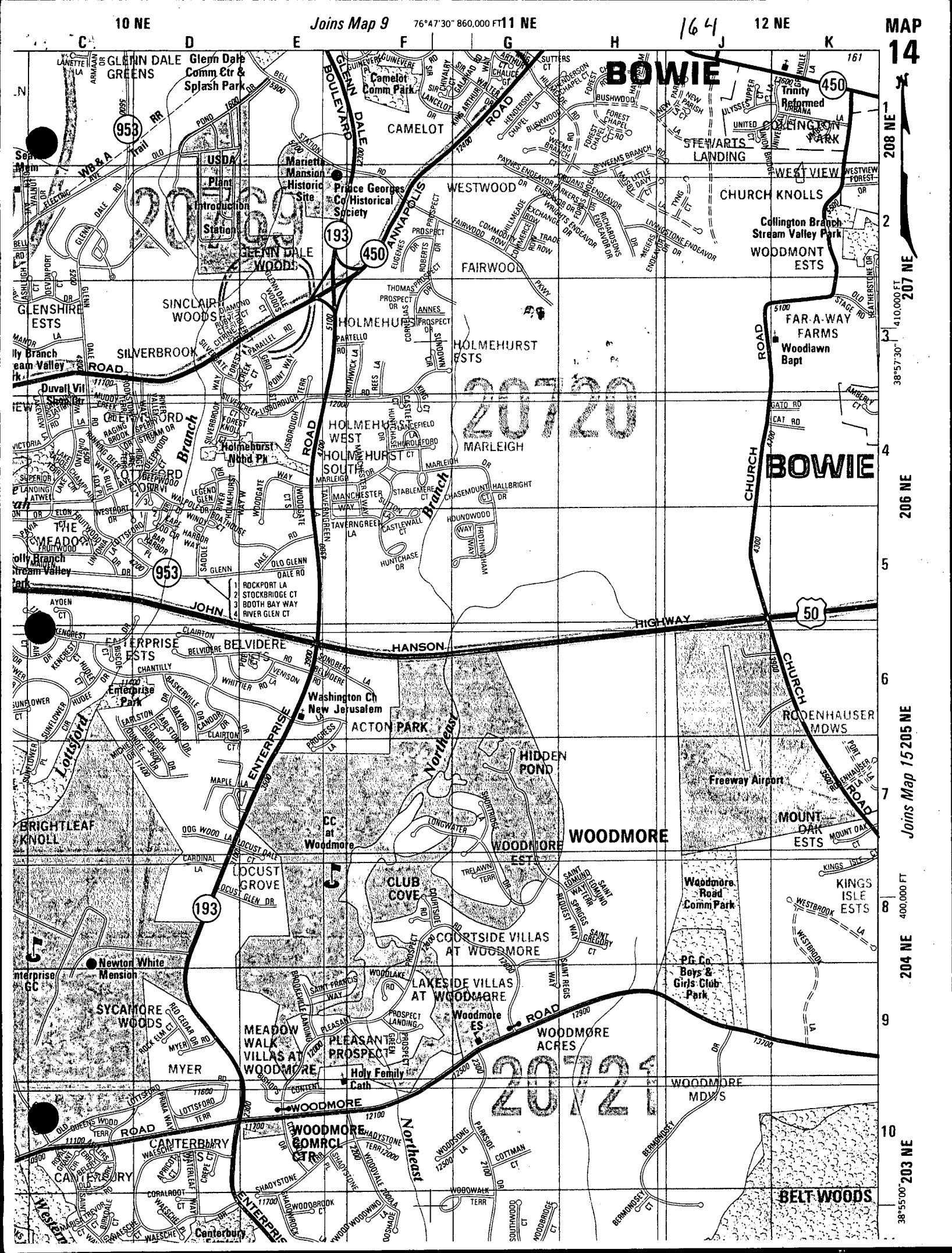
1200'
left turn

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10



193





165



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State
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5106 Glenn Dale Woods Ct, Glenn Dale, MD 20769
21 km NE of Washington, D.C., United States 10 April 2002

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State
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Longitude
-76.80151

Latitude
38.96009



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21 km NE of Washington, D.C., , United States 10 April 2002

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Urban Areas



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m 25 50 75
yds 25' 50' 75'

Customer Info. View for 2003				Wednesday, February 23, 2005 02:37 PM				Admin	
ID #	MAP	DATE	Letter or Phone on	LAST NAME	FIRST NAME	Active?			
2884		02/23/2005	Letter	SPEARS	Ms. Tonya M.	<input checked="" type="checkbox"/>			
STREET#	STREET NAME		COUNTY	CITY (Post office)	ZIP CODE	Representative stat			
5106	Glenn Dale Woods Court		PG	Glenn Dale	20769-9114	community repre			
Elected Official whom has communicated directly to us on this cu				PG Cncl Douglas J.J. Peters					
DAY PHONE		HOME PHONE		E-Mail address		COMMUNITY		HDR Dbase Link	
		unlisted				Glenn Dale Woods			
Logical Project Limit			ROADWAY		US 450		Barrier Nam		
WB US 450 just west of the US450/MD 193 interchange									
RESPONSE				INQUIRY				2nd Contact	
Described Type I & II criteria; comm built approx. 2002 & did not exist for MD 450 improvements under construction (1988 EA/1991 FONSI); fails for Type II because MD 450 is not fully controlled-access				wants a sound barrier					
				Last Conta	Researcher	Primary SHA Contact			
				02/23/2005					
FILE LOCATION				OTHER		Current commitm		Construction Projects	
						None			
Do we owe a letter		<input checked="" type="checkbox"/>		Letter Commit due da		03/04/2005			
LAST action		Letter signed dat		Reason Letter is Lat		n/a			
02-23-05 See below									
Comments: This field can not be sorted or searched.									
OPPE or Hwy rep current type I									
02-23-05 Ms. Spears, president of Glenn Dale Woods Homeowners Ass'n., wrote to Mr. Vernon Stinnett, Jr., at SHA Laurel Shop, requesting a cut-through the median of US 50 at Glenn Dale Woods Court to allow residents to go east on US 50 and a sound barrier for the community; Ms. Spears also wrote to PG Cnclmn Douglas J.J. Peters; Mr. Charlie Watkins wrote to Mr. Peters indicating that the requested cut-through in the median was not possible for safety reasons and the sound barrier request was being forwarded to SHAOED (Mr. Charles Adams); Mr. Adams was to respond directly to Mr. Peters									
All Elected Officials: 02-2005 EO's Dist. 23A Sen. Leo E. Green; Dels. Mary A. Conroy; James W. Hubbard; PG Cncl Douglas J.J. Peters									
Comment Journal, and letter hyperlinks \\shadgn\vol1\user\oed\Noise\Dbase\Customer_notes\									
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Account Identifier: District - 14 Account Number - 3271178

Owner Information

Owner Name: SPEARS, TONYA **Use:** TOWN HOUSE
Principal Residence: YES
Mailing Address: 5106 GLENN DALE WOODS CT
 GLENN DALE MD 20769-9114 **Deed Reference:** 1) /15896/ 584
 2)

Location & Structure Information

Premises Address

5106 GLENN DALE WOODS CT
 GLENN DALE 20769

Legal Description

GLENN DALE WOODS-

Map	Grid	Parcel	Sub District	Subdivision	Section	Block	Lot	Group	Plat No:	188013
45	E3			3101			32	81	Plat Ref:	

Special Tax Areas

Town	Ad Valorem	Tax Class
		08

Primary Structure Built	Enclosed Area	Property Land Area	County Use
2002	1,640 SF	1,800.00 SF	011

Stories	Basement	Type	Exterior
2	YES	CENTER UNIT	FRAME

Value Information

	Base Value	Value As Of 01/01/2005	Phase-in Assessments As Of 07/01/2004	As Of 07/01/2005
Land:	50,000	70,000		
Improvements:	135,830	218,910		
Total:	185,830	288,910	185,830	220,190
Preferential Land:	0	0	0	0

Transfer Information

Seller:	Date:	Price:
HASM L L C	06/12/2002	\$234,000
Type: IMPROVED ARMS-LENGTH	Deed1: /15896/ 584	Deed2:
Seller: GLENDALE WOODS L L C	Date: 06/13/2000	Price: \$505,142
Type: MULT ACCTS ARMS-LENGTH	Deed1: /13870/ 686	Deed2:
Seller: SHATENSTEIN, KOPEL M ETAL	Date: 03/13/2000	Price: \$304,000
Type: MULT ACCTS ARMS-LENGTH	Deed1: /13693/ 417	Deed2:

Exemption Information

Partial Exempt Assessments	Class	07/01/2004	07/01/2005
County	000	0	0
State	000	0	0
Municipal	000	0	0

Tax Exempt: NO **EO'S - DIST. 23A Sen. Joe E. Green** **Special Tax Recapture:**

Exempt Class: Del. Mary A Conroy
 James W. Hubbard

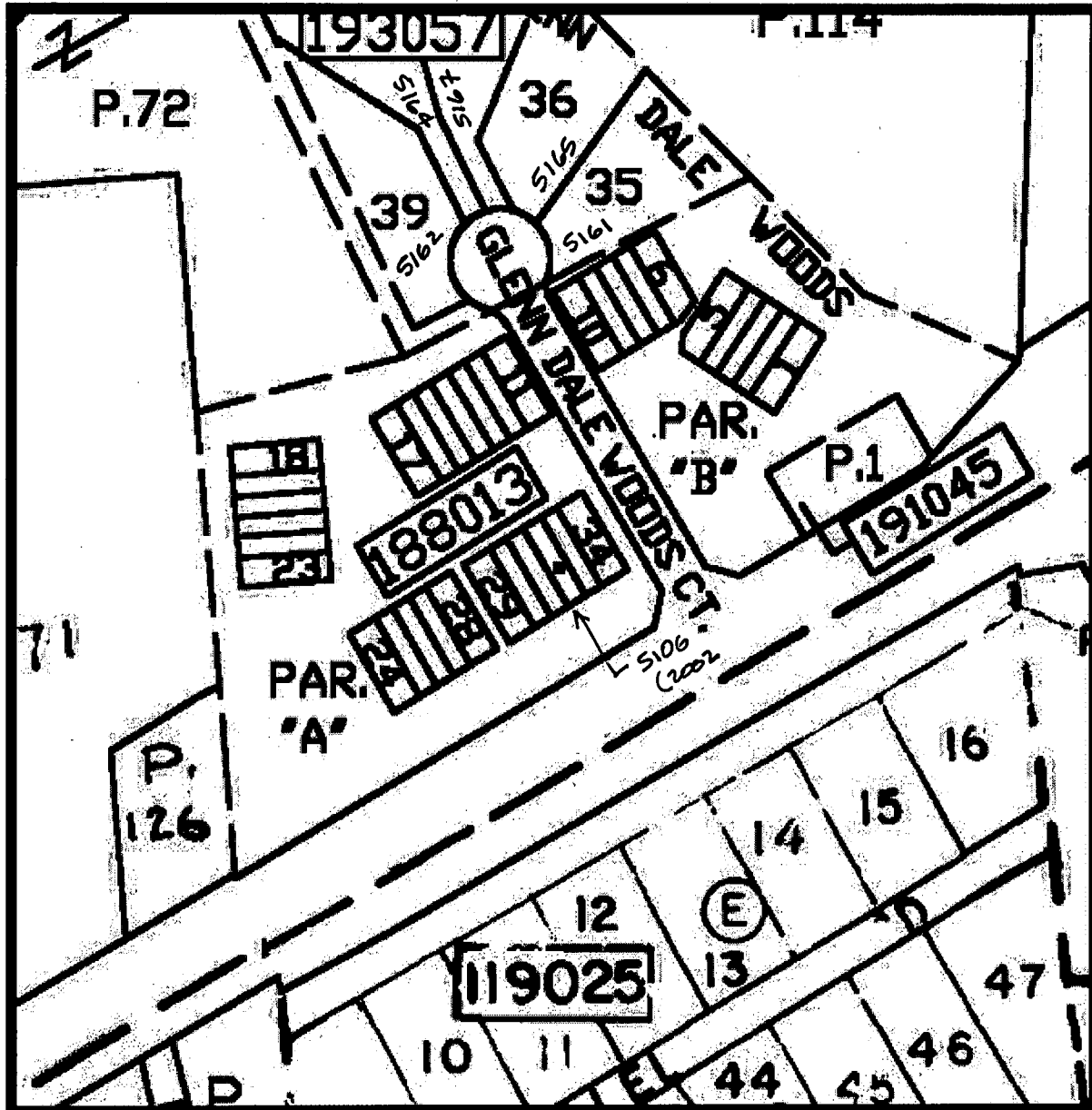
* NONE *
 PG Co - Douglas J. Peters



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Name	Account	Street	OWN OCC	Map Parcel
GLENDAL WOODS	14 3271202	5100 GLENN DALE WOO	UNDEV N	45
GLENDAL WOODS	14 3271210	5101 GLENN DALE WOO	UNDEV N	45
DORSEY CHARLENE V	14 3271194	5102 GLENN DALE WOO	2002 N	45
BELLO TIWALADE	14 3270865	5103 GLENN DALE WOO	2002 H	45
v-p BABEL NADINA H	14 3271186	5104 GLENN DALE WOO	2002 H	45
CARR MICHAEL C	14 3270873	5105 GLENN DALE WOO	2002 H	45
PRCS. SPEARS TONYA	14 3271178	5106 GLENN DALE WOO	2002 H	45
STEWART CARRADA	14 3270881	5107 GLENN DALE WOO	2002 H	45
ONI OLUYINKA O	14 3271160	5108 GLENN DALE WOO	2002 H	45
TAYLOR AVERY D	14 3270899	5109 GLENN DALE WOO	H	45
ROSMUS ERICA	14 3271152	5110 GLENN DALE WOO	H	45
ODUKALE	14 3270907	5111 GLENN DALE WOO	H	45
WEATHERSPOON	14 3271145	5112 GLENN DALE WOO	H	45
MITCHELL DAVID R	14 3270915	5113 GLENN DALE WOO	H	45
SMALLS JACQUELINE	14 3270923	5115 GLENN DALE WOO	H	45
CHAPMAN LAWRENCE	14 3271137	5116 GLENN DALE WOO	H	45
MCCHRISTON	14 3270931	5117 GLENN DALE WOO	H	45
MOORE DELICIA V	14 3271129	5118 GLENN DALE WOO	2002 H	45
SMITH DIANE C	14 3270949	5119 GLENN DALE WOO	H	45
WILSON ELAINE M	14 3271111	5120 GLENN DALE WOO	H	45
STEWART ERROL K	14 3270956	5121 GLENN DALE WOO	H	45
SAUNDERS KAREN E	14 3271103	5122 GLENN DALE WOO	H	45
BEST LA TISHA M	14 3271095	5124 GLENN DALE WOO	H	45
FIGAREDO ALFREDO	14 3271087	5128 GLENN DALE WOO	N	45
WATKINS MEVELYN F	14 3271079	5130 GLENN DALE WOO	N	45
BLANC ALAN	14 3271061	5132 GLENN DALE WOO	2002 H	45
AJOGBASILE	14 3271053	5134 GLENN DALE WOO	H	45
OBI NWACHUKWU M	14 3271046	5136 GLENN DALE WOO	H	45
OCQUAYE SOPHIA	14 3271038	5138 GLENN DALE WOO	2002 H	45
JOHNSON CHERYL D	14 3271020	5140 GLENN DALE WOO	2001 H	45

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Treas.	<u>GURDON STACY K</u>	14 3271012	5142 GLENN DALE WOO	2001	H	45
	<u>GIBSON LORENZO</u>	14 3271004	5144 GLENN DALE WOO	2001	H	45
	<u>UNEGBU EJIKE &</u>	14 3270998	5146 GLENN DALE WOO	2001	H	45
Dir.	<u>SCOTT ROMY S</u>	14 3270980	5148 GLENN DALE WOO	2001	H	45
	<u>KEYESSMITH ERIKA</u>	14 3270972	5150 GLENN DALE WOO	2001	H	45
Sec'y	<u>WILLIS MONTEZ L</u>	14 3270964	5152 GLENN DALE WOO	2001	H	45
	<u>MARYLAND NATL CAP</u>	14 3271558	5160 GLENN DALE WOO	UNDEV	N	45
	<u>ISAAC RHODA R</u>	14 3431962	5161 GLENN DALE WOO	2002	N	45
	<u>BHASKARAN</u>	14 3432002	5162 GLENN DALE WOO	2002	H	45
	<u>BIKIM JOHN</u>	14 3431996	5164 GLENN DALE WOO	2002	H	45
	<u>SHULER GAY A</u>	14 3431970	5165 GLENN DALE WOO	2002	H	45
	<u>BRACKETT RACHEL B</u>	14 3431988	5167 GLENN DALE WOO	2002	H	45

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DORSEY, C more info5102 Glenn Dale Woods Ct
Glenn Dale, MD 20769
(301) 809-1350

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BELLO, TIWA more info5103 Glenn Dale Woods Ct
Glenn Dale, MD 20769
(301) 352-9419

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CARR, M more info5105 Glenn Dale Woods Ct
Glenn Dale, MD 20769
(301) 352-9563

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Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*



Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

June 29, 2005

The Honorable David A. Rakes
Howard County Council
3430 Court House Drive
Ellicott City MD 21043-4392

Dear Councilmember Rakes:

This letter is a follow-up to your recent meeting with residents of Lambskin Lane, in the Village of Long Reach, and Mr. Charles B. Adams, our Director of Environmental Design. I appreciate the opportunity to provide the following information.

You asked for information regarding the historic homes along Old Columbia Road adjacent to northbound US 29 south of MD 175. Our preliminary conclusion for a Type II sound barrier for this community indicated that it would not meet the cost-per-residence criterion, because only three homes would qualify as their construction predates the highway's construction. We have, however, postponed our completion of the barrier evaluation of this area pending the outcome of the Type I environmental analysis for the highway improvements requested by Howard County.

The County has requested that SHA consider completing the widening of northbound US 29 between the Middle Patuxent River and MD 175 with three continuous through-lanes. This environmental analysis would include a review of the potential impacts to the homes near the end of Wandering Way in the Village of Oakland Mills in addition to the three historic homes along Old Columbia Road. The homes near the end of Wandering Way postdate the construction of US 29 and are not eligible for Type II sound barrier consideration. As this project moves forward and information is developed, we will be pleased to keep you informed.

Thank you for your continuing interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Mr. Adams at 410-545-8640, 1-800-446-5962 or, by email, at cadams@sha.state.md.us. He will be pleased to assist you. Of course, you should not hesitate to contact me directly, if you prefer.

Sincerely,

Neil J. Pedersen
Administrator

cc: Mr. Charles B. Adams, Director of Environmental Design, SHA

My telephone number/toll-free number is 410-545-0400 or 1-800-206-0770

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The Honorable David A. Rakes
Page Two

bcc: Ms. Karen Arnold, Environmental Analyst, Office of Planning and Preliminary Engineering, SHA
Ms. Valerie Burnette Edgar, Director of Communications, SHA
James D. Hade, RLA, Noise Abatement Team Leader, SHA
Mr. Joseph Kresslein, Assistant Division Chief, Project Planning, Office of Planning and Preliminary Engineering, SHA
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, SHA
Mr. Douglas H. Simmons, Deputy Administrator for Planning and Engineering, SHA
Ms. Linda I. Singer, Legislative Manager, SHA
Mr. Robert L. Fisher, District Engineer, SHA

Serial #: None

OED Serial#: None

Noise Customer #: 2493 (Mr. and Mrs. Robert W. Dorfman)

Responding to letter dated: Follow-up to meeting between Councilmember Rakes, several residents of Lambskin Lane and Mr. Charles Adams; this letter is to respond to Councilmember Rakes' inquiry regarding the three historic homes along Old Columbia Road at MD 175 and possible noise abatement

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From: JIM HADE
To: TED SEVERE
Date: 05/18/2005 10:55:12 AM
Subject: Howard County Councilman David Rakes and several residents of the Lambskin Lane area

Ted:

Please prepare the basic research and prepare a community folder for Lambskin Lane.

This will need to be three separate letter commitments:

1. Letter response forwarding Screen wall information to Ms. Spero (7 days).
2. A future letter response (on-hold) forwarding noise measurement information.

3. A letter response to the Councilman forwarding the official information on the Old Columbia Road at Oakland Mills (7 days). To the latest official response for that community, we will need to add that the County has requested widening on the north-bound side, and an environmental evaluation will be conducted prior to those improvements...

Jim

>>> CHARLES ADAMS 05/18/2005 9:54:34 AM >>>

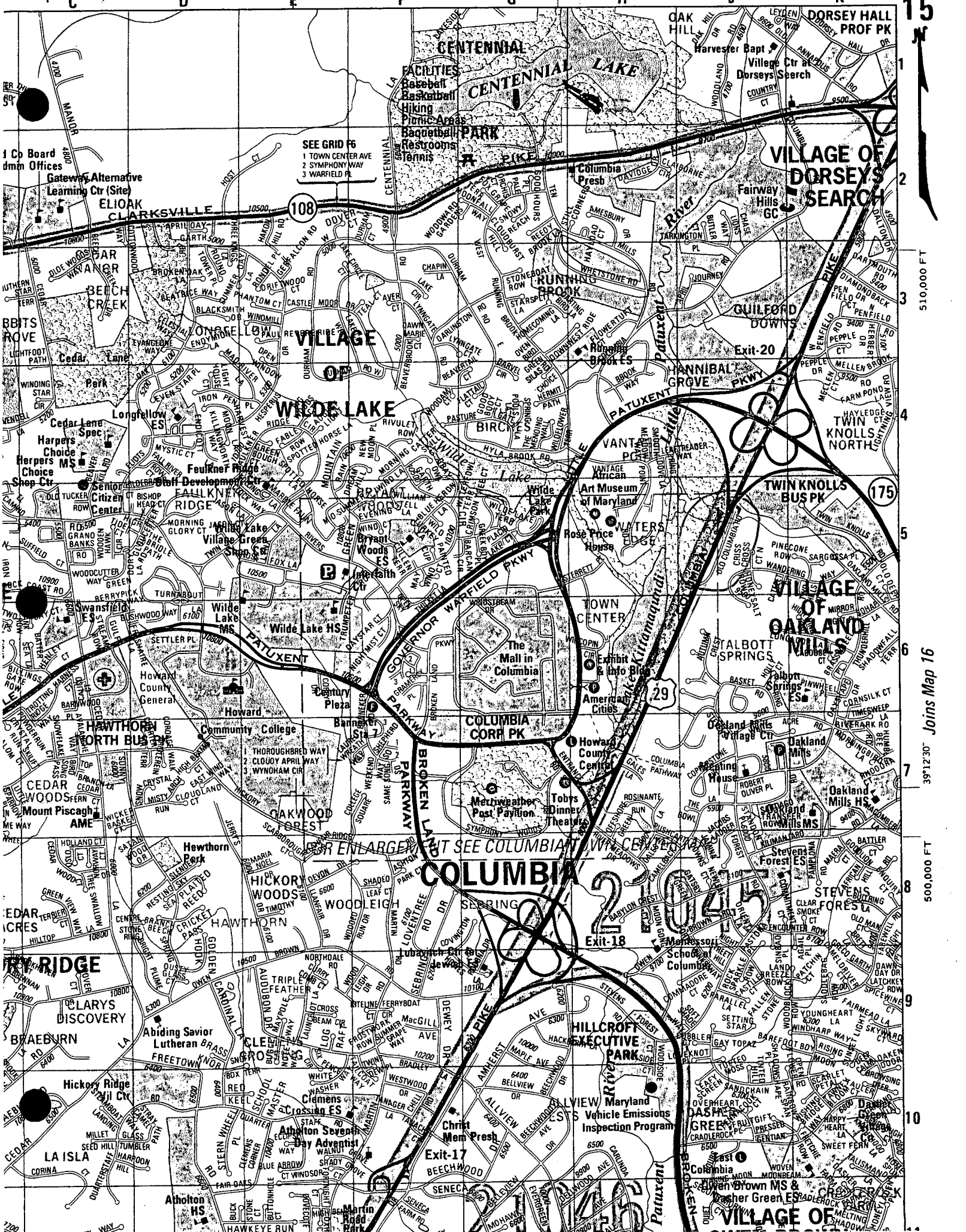
Jim, I met with Howard County Councilman David Rakes and several residents of the Lambskin Lane area, including Rhonda Spero. As a result, we need to send a package of information about screen fence/wall products that they can review and choose to pursue a non-state funded fence through the county or the Columbia Association. Secondly, please contact Ms. Spero to arrange a date and location for one 24-hour noise measurement at a location of their choosing.

Also, Councilman Rakes would like information regarding the background on a small community along northbound US 29 on Old Columbia Road. Our summary for the CTP shows that this area does not meet because of cost. Also, he provided me with some information that indicates that several of the homes are historic. Did we take that into consideration when we did our analysis? Please prepare a letter to him for Neil Pedersen's signature.

thanks

Charlie

CC: CHARLES ADAMS; DAN UEBERSAX; KAREN ARNOLD; KEN POLCAK;
MATTHEW MANN; NICOLE ROSS



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Robert L. Ehrlich, Jr., Governor • Michael S. Steele, Lt. Governor • Trent M. Kittleman, Acting Secretary

February 21, 2003

Mr. and Mrs. Robert W. Dorfman
5505 Old Columbia Road
Columbia MD 21045-3202

Dear Mr. and Mrs. Dorfman:

This letter is a follow-up to your recent e-mail message to Mr. James Hade, our Noise Abatement Team Leader, regarding the status of the highway noise analysis in light of the historic nature of the homes in your community on Old Columbia Road along northbound US 29 just south of the US 29/MD 175 interchange in Howard County. I appreciate your patience during the study and the opportunity to bring you up to date.

With the current state of the economy and the related budget issues, the State Highway Administration (SHA) is taking the opportunity to evaluate modifications to its existing Sound Barrier Policy. As this evaluation is still ongoing, a decision regarding a sound barrier to protect the three historic homes along Old Columbia Road is unable to be made at this time. We regret the delay and thank you for your continued patience. We will be happy to write to you regarding the status of your community when we have been able to conclude our work.

Thank you for your e-mail message and continued interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, also of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will be happy to assist you.

Sincerely,

Charles B. Adams
Director
Office of Environmental Design

cc: Mr. Robert L. Fisher, District Engineer, State Highway Administration
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
The Honorable Shane F. Pendergrass, Member, Maryland House of Delegates
The Honorable Neil F. Quinter, Member, Maryland House of Delegates
The Honorable David A. Rakes, Member, Howard County Council
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
The Honorable Sandra B. Schrader, Member, Senate of Maryland
The Honorable Frank S. Turner, Member, Maryland House of Delegates

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Michael S. Steele, *Lt. Governor*



Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

March 31, 2004

Mr. and Mrs. Robert W. Dorfman
5505 Old Columbia Road
Columbia MD 21045-3202

Dear Mr. and Mrs. Dorfman:

Thank you for your recent e-mail message to Mr. James Hade, our Noise Abatement Team Leader, regarding a sound barrier for your community along Old Columbia Road and US 29 just south of the US 29/MD 175 interchange in Howard County. I appreciate the opportunity to provide the following information.

The State Highway Administration (SHA) is still evaluating the Sound Barrier Policy which is a lengthy process. With the State's current fiscal situation, there is no funding available for new Type II sound barriers through Fiscal Year 2009. Howard County is requesting that SHA consider completing the widening of northbound US 29 between the Middle Patuxent River and MD 175 with three continuous through-lanes. As more information is developed regarding noise evaluations for this action, we will be pleased to keep you informed.

Thank you for your e-mail message and continuing interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Ms. Nicole Ross, of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will be pleased to assist you.

Sincerely,

Charles B. Adams
Director
Office of Environmental Design

cc: Mr. Robert L. Fisher, District Engineer, State Highway Administration
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
The Honorable Shane E. Pendergrass, Member, Maryland House of Delegates
The Honorable Neil F. Quinter, Member, Maryland House of Delegates
The Honorable David A. Rakes, Member, Howard County Council
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
The Honorable Sandra B. Schrader, Member, Senate of Maryland
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March 31, 2004

Mr. and Mrs. Robert W. Dorfman
5505 Old Columbia Road
Columbia MD 21045-3202

Dear Mr. and Mrs. Dorfman:

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The State Highway Administration (SHA) is still evaluating the Sound Barrier Policy which is a lengthy process. With the State's current fiscal situation, there is no funding available for new Type II sound barriers through Fiscal Year 2009. Howard County is requesting that SHA consider completing the widening of northbound US 29 between the Middle Patuxent River and MD 175 with three continuous through-lanes. As more information is developed regarding noise evaluations for this action, we will be pleased to keep you informed.

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Sincerely,

Charles B. Adams
Director
Office of Environmental Design

cc: Mr. Robert L. Fisher, District Engineer, State Highway Administration
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
The Honorable Shane E. Pendergrass, Member, Maryland House of Delegates
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The Honorable David A. Rakes, Member, Howard County Council
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
The Honorable Sandra B. Schrader, Member, Senate of Maryland
The Honorable Frank S. Turner, Member, Maryland House of Delegates

Mr. and Mrs. Robert W. Dorfman
Page Two

bcc: Ms. Karen Arnold, Environmental Analyst, Office of Planning and Preliminary Engineering, State Highway Administration
Mr. Joseph Kresslein, Assistant Division Chief, Project Planning, Office of Planning and Preliminary Engineering, State Highway Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 2493

Responding to letter dated: Follow-up to 02-18-2004 e-mail from Mr. and Mrs. Dorfman to Mr. James Hade; Mr. and Mrs. Dorfman wrote:

"This is to follow up on our previous discussions concerning a sound barrier to protect the historic house on Old Columbia Road. SHA had determined the decibel level was above acceptable levels. We can attest to that as we have to shout to be heard if we try to carry on a conversation in front of our houses. The noise has gotten even worse since I wrote to you about a year ago.

"Your letters stated that the sound barrier policy was revised with respect to historic houses. A February 21, 2003 letter from Mr. Charles Adams indicated the evaluation was ongoing. It has come to our attention that there is a proposal (Road Construction Project J4204) to further expand US 29. Like the recent expansion to US 29 in front of our houses, this will make an already unacceptable level of noise even worse. It will affect not only our houses but homes on Wandering Way, Criss Cross Court and Honeysalt Row as well. These houses all predate the recent widening of the road.

"The traffic gets faster and louder every time a traffic light is eliminated from US29. US29, only 4 lanes when we moved here, is now 6 lanes and sound like I-95. A sound barrier is badly needed. We are hoping one is already included in this project. Please advise. And please let us know if there are other departments to whom we can address our concerns.

"We appreciate anything you can do to help. Thanks very much."

[NOTE: A date review of the homes on Wandering Way (8 - 1970; 42 - 1971; 4 - 1972), Criss Cross Court (4 - 1971) and Honeysalt Row (7 - 1971) indicate that these homes were built between 1970 and 1972 with the greatest number being built in 1971 (53 of 65) - the opening date for the dualization of US 29 between MD 216 and MD 108, which includes this area is 1969; Environmental Assessment for US 29 widening dated 01-12-1987; Finding of No Significant Impact (FONSI) for US 29 Widening dated 12-02-1987; FONSI indicated that homes between Broken Land Parkway and MD 175 would fail for cost (barriers would cost between \$76.5 K and \$196 K per residence; therefore, community fails for Type I for cost and fails for Type II for postdating dualization of US 29 in 1969]

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DRAFT 6/7/05

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June 7, 2005

The Honorable David A. Rakes
Howard County Council
3430 Court House Drive
Ellicott City MD 21043-4392

Dear Councilmember Rakes:

This letter is a follow-up to your recent meeting with residents of Lambskin Lane, in the Village of Long Reach, and Mr. Charles B. Adams, our Director of Environmental Design. I appreciate the opportunity to provide the following information.

You asked for information regarding the historic homes along Old Columbia Road at MD 175. ~~The State Highway Administration (SHA) is currently reviewing its Sound Barrier Policy. This review process has been a lengthy one.~~ Howard County is requesting that SHA consider completing the widening of northbound US 29 between the Middle Patuxent River and MD 175 with three continuous through-lanes. The historic homes along Old Columbia Road are included within the limits of this widening project. At this time, we do not know have information regarding noise evaluations for the project or how it may affect these three historic homes. As this information is developed, we would be pleased to keep you informed.

Thank you for your continuing interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Mr. Adams at 410-545-8640, 1-800-446-5962 or, by email, at cadams@sha.state.md.us. He will be pleased to assist you.

Sincerely,

Neil J. Pedersen
Administrator

cc: Mr. Charles B. Adams, Director, Office of Environmental Design, SHA
~~_____ The Honorable Shane E. Pendergrass, Member, Maryland House of Delegates~~
~~_____ The Honorable Neil F. Quinter, Member, Maryland House of Delegates~~
~~_____ The Honorable Sandra B. Schrader, Member, Senate of Maryland~~
~~_____ The Honorable Frank S. Turner, Member, Maryland House of Delegates~~

The Honorable David A. Rakes
Page Two

bcc: Ms. Karen Arnold, Environmental Analyst, Office of Planning and Preliminary Engineering, SHA
Ms. Valerie Burnette Edgar, Director of Communications, SHA
James D. Hade, RLA, Noise Abatement Team Leader, SHA
Mr. Joseph Kresslein, Assistant Division Chief, Project Planning, Office of Planning and Preliminary Engineering, SHA
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, SHA
Mr. Douglas H. Simmons, Deputy Administrator for Planning and Engineering, SHA
Ms. Linda I. Singer, Legislative Manager, SHA
Mr. Robert L. Fisher, District Engineer, SHA

Serial #: None

OED Serial#: None

Noise Customer #: 2493 (Mr. and Mrs. Robert W. Dorfman)

Responding to letter dated: Follow-up to meeting between Councilmember Rakes, several residents of Lambskin Lane and Mr. Charles Adams; this letter is to respond to Councilmember Rakes' inquiry regarding the three historic homes along Old Columbia Road at MD 175 and possible noise abatement

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Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

October 11, 2005

The Honorable Victor R. Ramirez
Maryland House of Delegates
203C Lowe House Office Building
6 Bladen Street
Annapolis, Maryland 21401-1991

Dear Delegate Ramirez:

Thank you for your letter to District Engineer Charlie K. Watkins regarding a sound barrier along I-495 (the Capital Beltway), between New Hampshire Avenue and College Park, in Prince George's County. Mr. Watkins shared your letter with me, and I appreciate the opportunity to respond to your inquiry.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. The SHA is currently considering various transportation-capacity improvements for the entire I-495 corridor. As we come closer to narrowing the various proposals, we will also analyze the environmental impacts for each proposal, including impacts from highway traffic noise. Ms. Sue Rajan, in SHA's Office of Planning and Preliminary Engineering, may be able to offer you additional information on the project. She may be reached at 410-545-8514 or, via email, at srajan@sha.state.md.us. She will be pleased to assist you.

When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—communities may be considered for our "Type II," or "retrofit," sound barrier program. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway-development process. A number of criteria must be met for a Type II barrier to be approved. First, the county in which the community is located must have an ordinance that addresses the impact of highway traffic noise on new residential development. In addition, the highway in question must be a controlled-access highway (one with interchanges rather than at-grade intersections). If both of these conditions exist, then all of the following technical criteria must also be met: the majority of impacted homes must predate the highway; existing noise levels must equal or exceed the 66-decibel impact threshold; and it must be possible to build an effective barrier for \$50,000 or less per benefited home. If all of these criteria are met, the county must then agree to fund 20 percent of the barrier cost.

My telephone number/toll-free number is 410-545-0400 or 1-800-206-0770

Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410.545.0300 • www.marylandroads.com

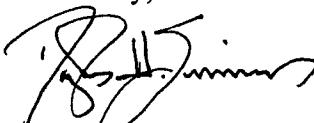
The Honorable Victor R. Ramirez
Page Two

A sound barrier already exists along eastbound I-495 beginning along the ramp from New Hampshire Avenue (MD 650) to eastbound I-495 and ends at the Riggs Road (MD 212) overpass. The community adjacent to I-495 just east of Riggs Road (MD 212) is White Oak Manor. We have evaluated the White Oak Manor community's eligibility for our Type II sound barrier program as outlined above. Our research determined that the portion of the White Oak Manor community from Riggs Road to just east of the cul-de-sac at the end of Lackawanna Street meets the technical criteria for a Type II sound barrier. Prince George's County has agreed to fund 20 percent of the estimated cost of the sound barrier, and the next step is for the State to identify funding for the design and construction of the barrier. Currently, all of the sound-barrier funds in our capital program have been committed through FY 2010.

The SHA also evaluated the portion of the White Oak Manor community east of the Lackawanna Street cul-de-sac along the ramp to the Park and Ride facility. The majority of these homes were built in the mid-1990s after the 1964 opening of I-495 (Capital Beltway). Because this portion of the White Oak Manor community postdates I-495, it cannot be considered for a Type II sound barrier.

Thank you again for your letter and your continuing interest in the State's Sound Barrier Program. If you have any additional questions or concerns, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design, at 410-545-8640, toll-free 800-446-5962 or via email at cadams@sha.state.md.us. He will be pleased to assist you. Of course, you should never hesitate to contact me directly.

Sincerely,



For Neil L. Pedersen
Administrator

cc: Mr. Charles B. Adams, Director, Office of Environmental Design, SHA
Mr. Charlie K. Watkins, District Engineer, State Highway Administration

The Honorable Victor R. Ramirez
Page Three

bcc: Ms. Karen Arnold, Environmental Analyst, Office of Planning and Preliminary Engineering, State Highway Administration
Mr. James C. DiPaula, Jr., Chief of Staff, Office of the Governor
Ms. Valerie Burnette Edgar, Director of Communications, State Highway Administration
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Mr. Joseph Kresslein, Assistant Division Chief, Project Planning, Office of Planning and Preliminary Engineering, State Highway Administration
Mr. David Marks, Chief of Staff, MDOT
Mr. Edward Miller, Deputy Chief of Staff, Office of the Governor
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, State Highway Administration
Mr. Douglas H. Simmons, Deputy Administrator for Planning and Engineering, State Highway Administration
Ms. Linda I. Singer, Legislative Manager, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: None

Responding to letter dated: Follow-up to 09-15-2005 letter from Del. Ramirez to SHA Dist. Eng. Watkins; Mr. Watkins forwarded Del. Ramirez's letter to OED for response; Del. Ramirez wrote:

"Thank you for your letter of September 6 regarding the installation of rumble strips across selected sections of MD 212. I am delighted this will be done. This, along with the increased signage along the road, should contribute measurably to traffic safety along this stretch of MD 212.

"Would you look into the possibility of installing a sound barrier on the Beltway on a half mile stretch between New Hampshire Avenue and College Park? There is tremendous noise in the community along 495 where there are no sound barriers. There are sound barriers in the area except for this stretch where housing has only recently been built.

"Again, many thanks for your support of highway safety in our community"

Del. Ramirez's letter was received at SHA/OED on 09-20-2005

Saved: 09/20/05 11:48 AM by: T.E. Severe

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Norse Tlars
**Maryland Department of Transportation
State Highway Administration**

198
from the desk of

CHARLIE K. WATKINS

Charlie,

*Can you respond to
Delegate Ramirez?*

Thanks,

CKW

VICTOR R. RAMIREZ
47th Legislative District
Prince George's County

Ways and Means Committee

Vice-Chair

Law Enforcement Subcommittee



203C Lowe House Office Building
Annapolis, Maryland 21401-1991
410-841-3326 · 301-858-3326
1-800-492-7122 Ext 3326
Fax 410-841-3239 · 301-858-3239
E-Mail victor_ramirez@house.state.md.us

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THE MARYLAND HOUSE OF DELEGATES

ANNAPOLIS, MARYLAND 21401-1991

September 15, 2005

Mr. Charlie K. Watkins
District Engineer
State Highway Administration
9300 Kenilworth Avenue
Greenbelt, MD 20770

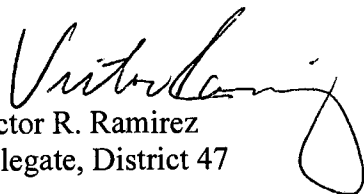
Dear Mr. Watkins:

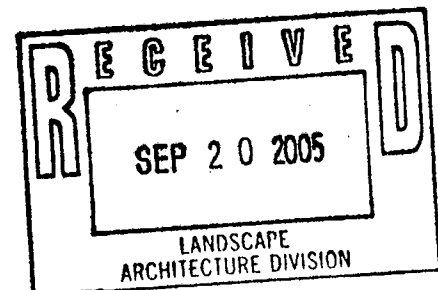
Thank you for your letter of September 6 regarding the installation of rumble strips across selected sections of MD 212. I am delighted this will be done. This, along with the increased signage along the road, should contribute measurably to traffic safety along this stretch of MD 212.

Would you look into the possibility of installing a sound barrier on the Beltway on a half mile stretch between New Hampshire and College Park? There is tremendous noise in the community along 495 where there are no sound barriers. There are sound barriers in the area except for this stretch where housing has only recently been built.

Again, many thanks for your support of highway safety in our community

Sincerely,


Victor R. Ramirez
Delegate, District 47





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Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

April 18, 2005

Mr. Donald Rascoe
Development Manager, Baltimore County
Department of Permits and Development Management
County Office Building, Room 109
111 West Chesapeake Avenue
Towson MD 21204-4602

Dear Mr. Rascoe:

RE: Baltimore County Development Plan PDM # XIV-423, Wever Property
(As resubmitted by the developer for an April 20, 2005 hearing)

The State Highway Administration (SHA) is aware that the developer for the proposed Wever property development has revised its development proposal and is again requesting that Baltimore County grant a waiver from the County Noise Ordinance requirements. We feel it is necessary to again clarify SHA's position regarding this request.

The Wever property developer should, as required by Baltimore County's noise ordinance, prepare a noise impact analysis to determine if the homes that are being proposed in the revised development plan will be in areas that may experience highway traffic noise levels above the County standard. If the developer would not be required to perform a noise analysis, this would be troubling to SHA. The intent of the provision in the State's Sound Barrier Policy is to require local noise ordinances so as not to continue to have noise-sensitive use development occur in high noise areas adjacent to State highways.

If the noise analysis for the revised development plan indicates that the future homes would still be located in a high noise zone, the analysis should indicate what measures are available to reduce the exterior noise levels, i.e., additional reconfiguring the site plan, the construction of sound barriers or earth berm and barrier combinations, and so on. If it is not feasible to reduce the noise levels, at the very least, the record plats and development plan should include a highly visible note indicating which of the homes will be in the high traffic noise zone.

My telephone number/toll-free number is 410-545-8640 or 1-800-446-5962

Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

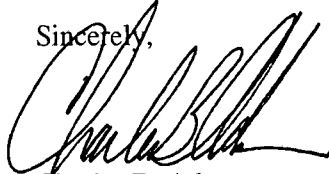
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com

Mr. Donald Rascoe
Page Two

We have looked at the exposure to SHA if Baltimore County grants a waiver. Specifically, would SHA be responsible for building a sound barrier for this development at such future time as we would widen the beltway (I-695)? In this case, the answer is "no, there would not be any exposure." We feel it is important that this be a part of the record for this development and that potential home buyers are made aware that the State has no responsibility for noise protection if it is not provided by the developer. The reason for this is that SHA has an approved environmental document for the addition of one lane in each direction along this portion of the beltway. The November 15, 1991 date of that approved environmental document establishes what is termed in our Sound Barrier Policy as the "date of public knowledge" regarding SHA's plans to expand the highway. Any development that comes after that date, regardless of the date of the actual construction of the beltway widening, is not eligible for State-funded sound barriers. Any abatement would be the responsibility of the developer. The only caveat to this would be if SHA proposed to add more lanes than were approved in the 1991 environmental document. In that instance, SHA would have to prepare a re-analysis to determine if the new action would impact developments that came in after the public knowledge date and if all of the provisions for a State-funded sound barrier would be met.

Should you require any additional information regarding this subject, please do not hesitate to contact Mr. Larry Gredlein, of our Engineering Access Permits Office, at 410-545-5606 or, by email, at lgredlein@sha.state.md.us. He will be pleased to assist you.

Sincerely,



Charles B. Adams
Director
Office of Environmental Design

cc: The Honorable Joseph Bartenfelder, Member, Baltimore County Council
The Honorable Joseph C. Boteler, III, Member, Maryland House of Delegates
The Honorable Eric Bromwell, Member, Maryland House of Delegates
The Honorable John W.E. Cluster, Jr., Member, Maryland House of Delegates
Mr. Larry Gredlein, Access Permits Division, SHA
The Honorable Katherine Klausmeier, Member, Senate of Maryland
Mr. David J. Malkowski, District Engineer, SHA
Mr. James F. Ports, Jr., Deputy Secretary, Maryland Department of Transportation
Mr. Randall Scott, Assistant District Engineer - Traffic, SHA
Ms. Melissa Williams, Maryland Transportation Authority

Mr. David Rascoe
Page Three

bcc: Ms. Karen Arnold, Environmental Analyst, Office of Planning and Preliminary Engineering, SHA
James D. Hade, RLA, Noise Abatement Team Leader, SHA
Mr. Joseph Kresslein, Assistant Division Chief, Project Planning, Office of Planning and Preliminary Engineering, SHA
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, SHA
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, SHA
Ms. Frances Ward, Community Liaison, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #:

Responding to letter dated: Follow-up to 01-27-2005 letter to from SHA to Mr. Donald Rascoe, BA Co's Development Manager in the Dept. of Permits and Development Management regarding the late-January 2005 hearing for a waiver by the developer; the developer has since revised his development plan and has resubmitted it to the County; a waiver hearing is scheduled for 04-20-2005 and this letter is to be hand-carried by Mr. Larry Gredlein, SHA Access Permits, to that hearing

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Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*



Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

January 27, 2005

Mr. Donald Rascoe
Development Manager, Baltimore County
Department of Permits and Development Management
County Office Building, Room 109
111 West Chesapeake Avenue
Towson MD 21204-4602

Dear Mr. Rascoe:

RE: Baltimore County Development Plan PDM # XIV-423, Wever Property

The State Highway Administration (SHA) is aware that the developer for the proposed Wever property development has requested that Baltimore County grant a waiver from the County Noise Ordinance requirements. We feel it is necessary to clarify SHA's position regarding this request.

The Wever property developer should, as required by Baltimore County's noise ordinance, prepare a noise impact analysis to determine if the homes that are being proposed will be in areas that may experience highway traffic noise levels above the County standard. If the developer would not be required to perform a noise analysis, this would be troubling to SHA. The intent of the provision in the State's Sound Barrier Policy to require local noise ordinances is not to continue to have noise sensitive use development occur in high noise areas adjacent to State highways.

If the noise analysis indicates that the future homes would be located in a high noise zone, the developer's analysis should indicate what measures are available to reduce the exterior noise levels, i.e., reconfiguring the site plan, construction of sound barriers or earth berm and barrier combinations, and so on. If it is not feasible to reduce the noise levels, at the very least, the record plats and development plan should include a highly visible note indicating which of the homes will be in the high traffic noise zone.

We have looked at the exposure to SHA if Baltimore County grants a waiver. Specifically, would SHA be responsible for building a sound barrier for this development at such future time as we would widen the beltway (I-695)? In this case, the answer is "no, there would not be any exposure." We feel it is important that this be a part of the record for this development and that potential home buyers are made aware that the State has no responsibility for noise protection if it is not provided by the developer. The reason for this is that SHA has an approved environmental document for the addition of one lane in each direction along this portion of the beltway. The November 15, 1991 date of that approved environmental document establishes what is termed in our Sound Barrier Policy as the "date of public knowledge" regarding SHA's plans to expand the highway. Any development that comes after that date, regardless of the date of the actual construction of the beltway widening, is not eligible for a State-funded sound barrier. Any abatement would be the responsibility of the developer. The only caveat to this would be if SHA proposed to add more lanes than were approved in the 1991 environmental document. In that instance, SHA would have to prepare a re-analysis to determine if the new action would impact developments that came in after the public knowledge date and if all of the provisions for a State-funded sound barrier would be met.

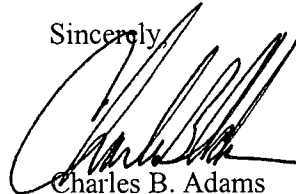
My telephone number/toll-free number is 410-545-8640 or 1-800-446-5962
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com

Mr. Donald Rascoe
Page Two

Should you require any additional information regarding this subject, please do not hesitate to contact Mr. Larry Gredlein, of our Engineering Access Permits Office, at 410-545-5606 or, by email, at lgredlein@sha.state.md.us. He will be pleased to assist you.

Sincerely,



Charles B. Adams
Director
Office of Environmental Design

cc: The Honorable Joseph Bartenfelder, Member, Baltimore County Council
The Honorable Joseph C. Boteler, III, Member, Maryland House of Delegates
The Honorable Eric Bromwell, Member, Maryland House of Delegates
The Honorable John W.E. Cluster, Jr., Member, Maryland House of Delegates
Mr. Larry Gredlein, Access Permits Division, SHA
The Honorable Katherine Klausmeier, Member, Senate of Maryland
Mr. David J. Malkowski, District Engineer, SHA
Mr. James F. Ports, Jr., Deputy Secretary, Maryland Department of Transportation
Mr. Randall Scott, Assistant District Engineer – Traffic, SHA
Ms. Melissa Williams, Maryland Transportation Authority

Mr. David Rascoe
Page Three

bcc: Ms. Karen Arnold, Environmental Analyst, Office of Planning and Preliminary Engineering, SHA
James D. Hade, RLA, Noise Abatement Team Leader, SHA
Mr. Joseph Kresslein, Assistant Division Chief, Project Planning, Office of Planning and Preliminary Engineering, SHA
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, SHA
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, SHA
Ms. Frances Ward, Community Liaison, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #:

Responding to letter dated:

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Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

January 24, 2005

The Honorable Ida G. Ruben
Senate of Maryland
422 Miller Senate Building
11 Bladen Street
Annapolis MD 21401-1991

Dear ~~Senator Ruben~~: *Ida*

Thank you for your email to Ms. Nicole Ross, of our Office of Environmental Design, on behalf of your constituent, Mr. Robert M. Rising, 11702 Eden Road, Silver Spring, regarding the removal of trees along southbound US 29, between US 29 and Milestone Drive and just north of Stewart Lane, in Montgomery County. I appreciate the opportunity to respond to your inquiry.

The State Highway Administration (SHA) completed a stormwater management project on the strip of land bordered by southbound US 29, Stewart Lane, and Milestone Drive. During the course of the project, vegetation was removed. This vegetation was determined to be "scrub"—with little wildlife or aesthetic value—that had grown naturally in the area. Our District Construction Office will investigate to see if landscaping can be provided for this same area, to provide a visual buffer, without adversely affecting the just-completed drainage project. Mr. Rising suggested that an earthen berm, approximately 8 to 10 feet high, could be placed in this same area. This is not a viable solution, given the work we just completed on the drainage system. If you have any questions regarding either the drainage project or any potential landscaping in this area, please do not hesitate to contact Mr. Dennis March, of our District Construction Office, at 301-513-7372 or dmarch@sha.state.md.us.

My telephone number/toll-free number is 410-545-0400 or 1-800-206-0770
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com

The Honorable Ida G. Ruben
Page Two

Thank you again for letting us know Mr. Rising's concerns. If you have any additional questions or concerns, please do not hesitate to contact Mr. Charles B. Adams, our Director of Environmental Design, at 410-545-8640, 1-800-446-5962, or cadams@sha.state.md.us. He will also be pleased to assist you. Of course, you should never hesitate to contact me directly, if you prefer.

Sincerely,

Neil J. Pedersen

Neil J. Pedersen
Administrator

cc: Mr. Charles B. Adams, Director of Environmental Design, SHA
The Honorable Peter Franchot, Member, Maryland House of Delegates
The Honorable Sheila E. Hixson, Member, Maryland House of Delegates
Mr. Dennis March, District Construction, SHA
The Honorable Gareth E. Murray, Member, Maryland House of Delegates
The Honorable Marilyn J. Praisner, Member, Montgomery County Council
Mr. Robert M. Rising

The Honorable Ida G. Ruben
Page Three

bcc: Ms. Valerie Burnette Edgar, Director of Communications, SHA
James D. Hade, RLA, Noise Abatement Team Leader, SHA
Mr. Steven L. Kreseski, Chief of Staff, Office of the Governor
Mr. David Marks, Chief of Staff, Maryland Department of Transportation
Mr. Edward Miller, Deputy Chief of Staff, Office of the Governor
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, SHA
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, SHA
Mr. Douglas H. Simmons, Deputy Administrator for Planning and Engineering, SHA
Ms. Linda I. Singer, Legislative Manager, SHA
Mr. Charlie K. Watkins, District Engineer, SHA

Serial #: None

OED Serial#: None

Noise Customer #: 2782

Responding to letter dated: Follow-up to 12-22-2004 email from Sen. Ruben to Ms. Nicole Ross delineating her constituent's complaint of removal of a "visual buffer" from the strip of land between US 29, Stewart Lane and Milestone Drive; an interim email was sent to Sen. Ruben by Ms. Ross on 12-22-2004; repeated efforts by the Noise Team to contact SHA D-3 to ascertain what occurred in the affected area were unsuccessful until 01-14-2005 when Mr. Ted Severe was able to speak with Mr. Dennis March, D-3 Construction, who was project engineer for the infiltration drainage project completed along US 29/Stewart Lane/Milestone Drive
On 12-22-2004, Sen. Ruben wrote:

"I received the email below from a constituent who is requesting that a noise and visual barrier be placed along Milestone Road north on Stewart Lane in Silver Spring. Apparently the state cut down a number of trees in that location recently, resulting in increased noise levels and the removal of a visual barrier. I would appreciate your looking into this request. If you have any questions, please call my Legislative Aide, Tally Frankel, at 301-858-3634. Thank you in advance for your assistance."

On 12-13-2004, Mr. Rising emailed Sen. Ruben (in part):

"Now I ask one additional service. If you visualize continuing North on Milestone, i.e., across the Stewart Lane intersection, on your right, there is an area where this summer the state put in drainage pipes to capture the contaminated runoff from Route 29. In the process the state cut down at least 23 trees that served as a visual barrier to Route 29 from the back yard of our residence and neighbors. I have pictures of the tree stumps! When I followed up on this, I was told they couldn't replant trees since there was probably a number of utility lines in the area. The matter of erecting a visual fence, as we see around the county along highways, was not cost effective. I understand these assessments. However, there is the possibility to add a mound of dirt seeded with grass, about eight - ten feet high, along Milestone, North of Stewart lane, which would serve as a year round visual barrier as well as a partial noise barrier."

"Senator, I know you're aware of the growth of vehicular traffic along Route 29, and I admit this is part of a normal progression of growth in a desirable community, i.e. Maryland and it's counties. However, the dirt mound I suggest is very cost affordable, does no harm to the environment, is not a safety hazard, rather an enhancement of traffic safety. I have been unable to find the "appropriate" state official under whose jurisdiction this project would fall. I know each department has a budget to live within, yet I somehow cannot understand why no one I spoke with, could visualize the solution I propose."

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203

From: NICOLE ROSS
To: Senator Ida Ruben
Date: 12/22/2004 5:11:02 PM
Subject: Re: Sound Barrier Request

Dear Senator Ruben,

Thank you for your recent e-mail on behalf of your constituent, Mr. Robert Rising, regarding an earth berm or sound barrier to protect his community from highway traffic noise. I appreciate the opportunity to respond to your inquiry.

The State Highway Administration (SHA) will be happy to review and look into this matter. You will receive a letter of response from SHA within the next 7 to 10 business days. We will also send a copy of the letter to Mr. Rising.

Thank you again for your e-mail and continued interest in the State's Sound Barrier Policy. If you have additional questions or concerns about this matter, please do not hesitate to contact me by phone at 410-545-8616, or by e-mail, at nross@sha.state.md.us.

Sincerely,
Nicole Ross
Special Assistant to the Director
Office of Environmental Design

Maryland State Highway Administration
707 N. Calvert Street
Baltimore, MD 21212

>>> "Senator Ida Ruben" <Ida_Ruben@senate.state.md.us> 12/22/2004 4:30:15 PM >>>
Dear Ms. Ross,

I received the email below from a constituent who is requesting that a noise and visual barrier be placed along Milestone Road north of Stewart Lane in Silver Spring. Apparently the state cut down a number of trees in that location recently, resulting in increased noise levels and the removal of a visual barrier. I would appreciate your looking into this request. If you have any questions, please call my Legislative Aide, Tally Frenkel, at 301-858-3634. Thank you in advance for your assistance.

Sincerely,

Senator Ida G. Ruben

-----Original Message-----

From: Bob Rising [<mailto:jbrising@earthlink.net>]
Sent: Monday, December 13, 2004 8:53 PM
To: Ida_Ruben@senate.state.md.us
Subject: Our Thanks, and one more request!

Dear Senator Ruben:

Shortly after we moved into our home, here at 11702 Eden Road, you appeared

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at our front door, introducing yourself, and as I remember, asking for our support in the forthcoming election. Obviously I have never forgotten that!

We thank you for working with the state highway department to repair the gravel pit along Milestone Road, adjacent to Route 29, at the Stewart Lane intersection. I'm pleased to report grass is now growing where once there was gravel. There are a few ruts from "cowboy" truckers who decided to run through the sodded ground a few weeks ago, but in time I imagine those ruts will somehow level out with the rest of the landscape. We are sincerely grateful for your work in motivating the reluctant officials at the highway department in making this improvement.

Now I ask one additional service. If you visualize continuing North on Milestone, i.e., across the Stewart Lane intersection, on your right, there is an area where this summer the state put in drainage pipes to capture the contaminated runoff from Route 29. In the process the state cut down at least 23 tree that served as a visual barrier to Route 29 from the back yard of our residence and neighbors. I have pictures of the tree stumps! When I followed up on this, I was told they couldn't replant trees since there was probably a number of utility lines in the area. The matter of erecting a visual fence, as we see around the county along highways, was not cost effective. I understand these assessments. However, there is the possibility to add a mound of dirt seeded with grass, about eight - ten feet high, along Milestone, North of Stewart Lane, which would serve as a year round visual barrier as well as a partial noise barrier.

Senator, I know you're aware of the growth in vehicular traffic along Route 29, and I admit this is part of a normal progression of growth in a desirable community, i.e., Maryland and it's counties. However, the dirt mound I suggest is very cost affordable, does no harm to the environment, is not a safety hazard, rather an enhancement of traffic safety. I have been unable to find the "appropriate" state official under whose jurisdiction this project would fall. I know each department has a budget to live within, yet I somehow cannot understand why no one I spoke with, could visualize the solution I propose.

If appropriate, I would be pleased to meet you or your representative at the area in question, and in person present my solution to an unfortunate, albeit, necessary change in the topography of our neighborhood.

Our quality of life is enhanced by the work you and your associates do in governing our state. I ask you consider this request to fall within those bounds of responsibility.

We thank you again for what you have already accomplished for our neighborhood, and say we appreciate your serious consideration of this additional request.

Our best wishes for Happy Holidays, and rewards for all the good work you have done, and will continue to do.

Sincerely,

s/Robert M. Rising
11702 Eden Road
Silver Spring, MD 20904

*Spoke to Mark Coeffler
D-3 071477--
To speak to D-3 CONST
(this pgy) 1/2 call
back*

205

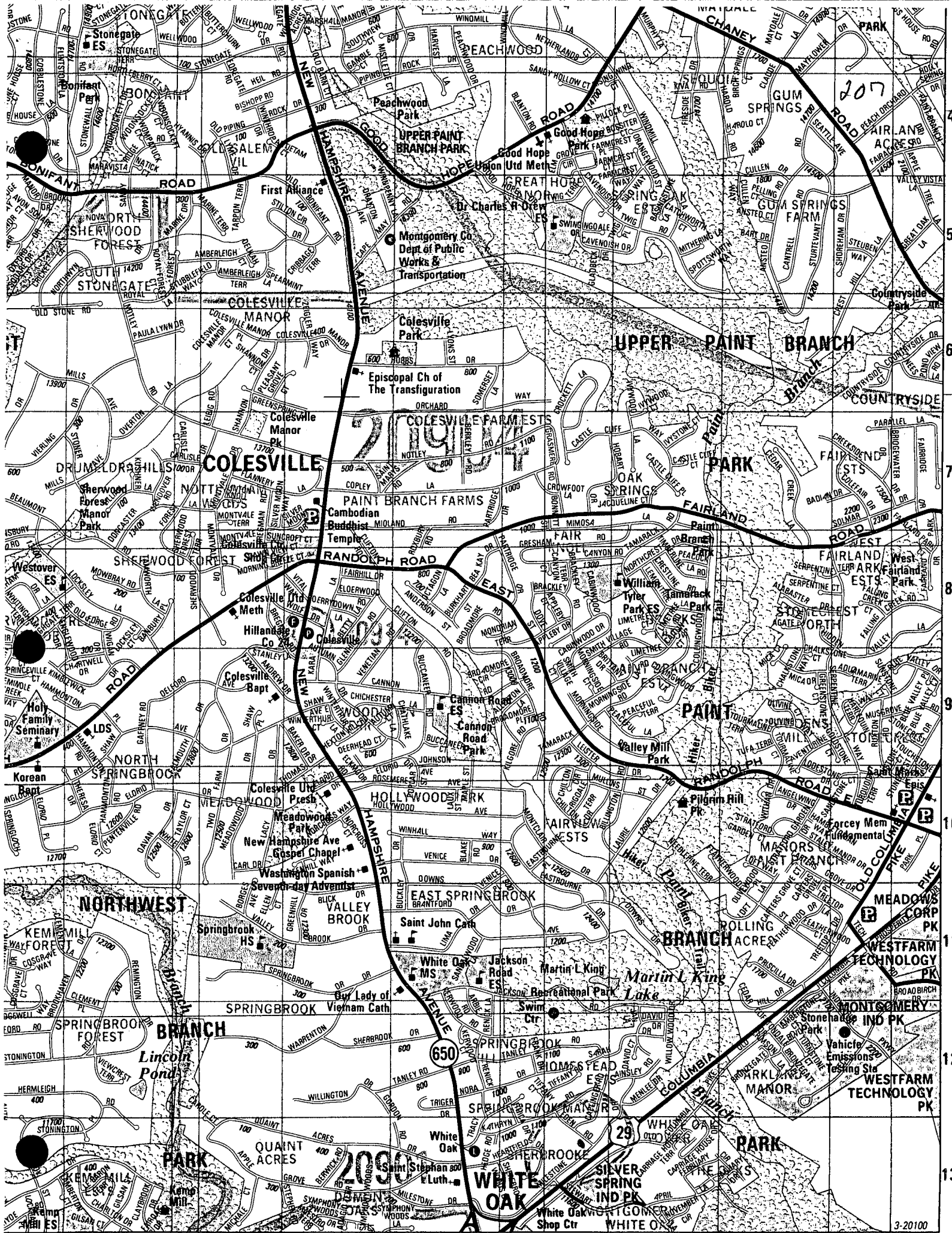
301 622-9365

Bob Rising
jbrising@earthlink.net

CC: CHARLES ADAMS; jbrising@earthlink.net; JIM HADE; KEN OLDHAM

Customer Info. View for 2003				Thursday, December 23, 2004 09:53 AM		Admin	
ID #	MAP	DATE	Letter or Phone onl	LAST NAME	FIRST NAME	Active?	
2782		03/26/2004		RISING	Mr. Robert M.	<input checked="" type="checkbox"/>	
STREET#:	STREET NAME		COUNTY	CITY (Post office	ZIPCODE	Representative statu	
11702	Eden Road		MO	Silver Spring	20904-2759	private	
Elected Official whom has communicated directly to us on this custome						Find Next	
DAY PHONE		HOME PHONE	E-Mail address		COMMUNITY	HDR Dbase Link	
		301-622-9365	jbrising@earthlink.n		Springbrook Village		
Logical Project Limits		ROADWAY: US 29		BarrierName			
SB US 29 at Eden Road just north of US 29/MD 650 interchange							
RESPONSE		INQUIRY		2nd Contact			
US 29 undergolng several projects; provided contact info for Ms. Melinda Peters regarding these projects				wants copy of Policy & look into noise issue at 29 & Stewart Lane			
Last Contact		Researcher		Primary SHA Contact		Construction Projects	
03/25/2004				Charles Adam			
FILE LOCATIO		OTHER		Current committmen			
				policy sent 04-02-2004			
Do we owe a letter?		Letter Commit due date:		04/02/2004			
<input checked="" type="checkbox"/>		Letter signed date		04/02/2004		Reason Letter is Late n/a	
LAST action		12-13-04 Mr. Rising emailed Sen. Ida Ruben; 23 trees removed for dist drainage project; was told trees can't be replanted due to poss utility conflicts; wants berm between Milestone Dr & US 29 to replace trees; TES called D-3 for Info on drainage project					
Comments: This field can not be sorted or searched.: OPPE or Hwy rep.current type 1 inf							
3-25-04 CBA emailed Jim/Nicole that Mr. Rising wanted a copy of the policy & was also requesting							
All Elected Officials: 03-2004 EO's Dist. 20 Sen. Ida G. Ruben; Dels. Peter Franchot; Sheila Ellis Hixson; Gareth E. Murray; MO Cncl Marilyn J. Praisner							
Comment Journal, and letter hyperlinks		\\shadgn\vol1\user\oed\Noise\Dbase\Customer_notes\					
Consultant Fir		1-888-375-1975 outside MD					

To Meet 100% of our Commitments!



208

Click here for a plain text ADA compliant screen.



Maryland Department of Assessments and Taxation
MONTGOMERY COUNTY
Real Property Data Search

[Go Back](#)
[View Map](#)
[New Search](#)
[Ground Rent](#)

Account Identifier: District - 05 Account Number - 00352074

Owner Information

Owner Name: RISING, ROBERT M & J E Use: RESIDENTIAL
Principal Residence: YES
Mailing Address: 11702 EDEN ROAD Deed Reference: 1) / 6849/ 658
SILVER SPRING MD 20904 2)

Location & Structure Information

Premises Address
11702 EDEN RD
SILVER SPRING 20904

Legal Description
SPRINGBROOK VILLAGE

Map KQ12	Grid	Parcel	Sub District	Subdivision 43	Section	Block C	Lot 4	Group 82	Plat No: Plat Ref:
Special Tax Areas			Town Ad Valorem Tax Class	42					
Primary Structure Built 1960			Enclosed Area 1,692 SF		Property Land Area 10,125.00 SF			County Use 111	
Stories 1 1/2		Basement YES		Type STANDARD UNIT			Exterior BRICK		

Value Information

	Base Value	Value As Of	Phase-in Assessments	
		01/01/2003	As Of	As Of
			07/01/2004	07/01/2005
Land:	77,560	126,120		
Improvements:	124,190	151,360		
Total:	201,750	277,480	252,236	277,480
Preferential Land:	0	0	0	0

Transfer Information

Seller: Date: 09/06/1985 Price: \$109,000
Type: IMPROVED ARMS-LENGTH Deed1: / 6849/ 658 Deed2:
Seller: Date: Price:
Type: Deed1: Deed2:
Seller: Date: Price:
Type: Deed1: Deed2:

Exemption Information

Partial Exempt Assessments	Class	07/01/2004	07/01/2005
County	000	0	0
State	000	0	0
Municipal	000	0	0

Tax Exempt: NO
Exempt Class:

Special Tax Recapture:

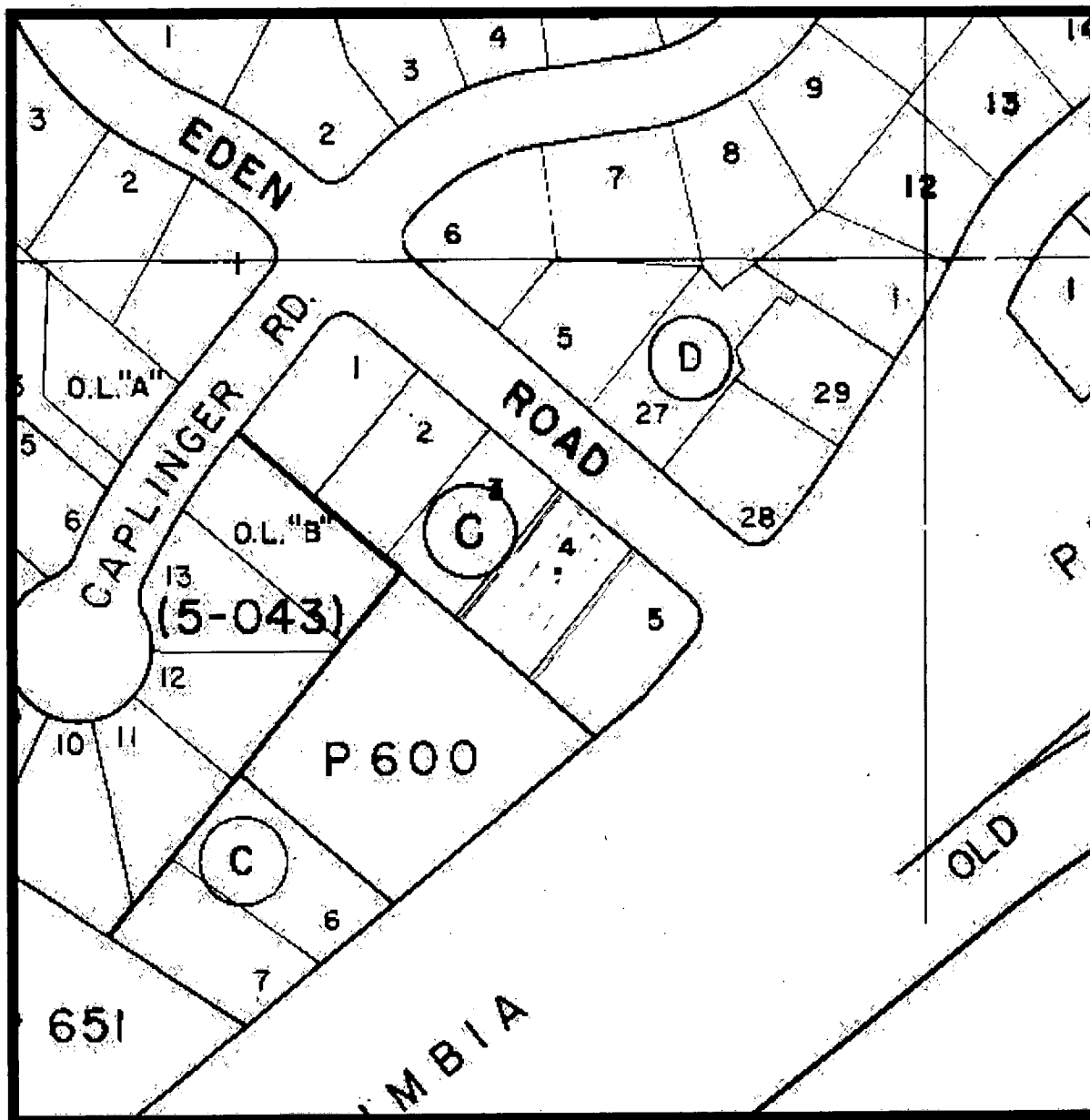
* NONE *



Maryland Department of Assessments and Taxation
MONTGOMERY COUNTY
Real Property Data Search

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District - 05 Account Number - 00352074



Property maps provided courtesy of the Maryland Department of Planning ©2004.
For more information on electronic mapping applications, visit the Maryland Department of Planning web site at
www.mdp.state.md.us/webcom/index.html

11702 EDEN RD, SILVER SPRING MD 20904

4/7/02 2:10

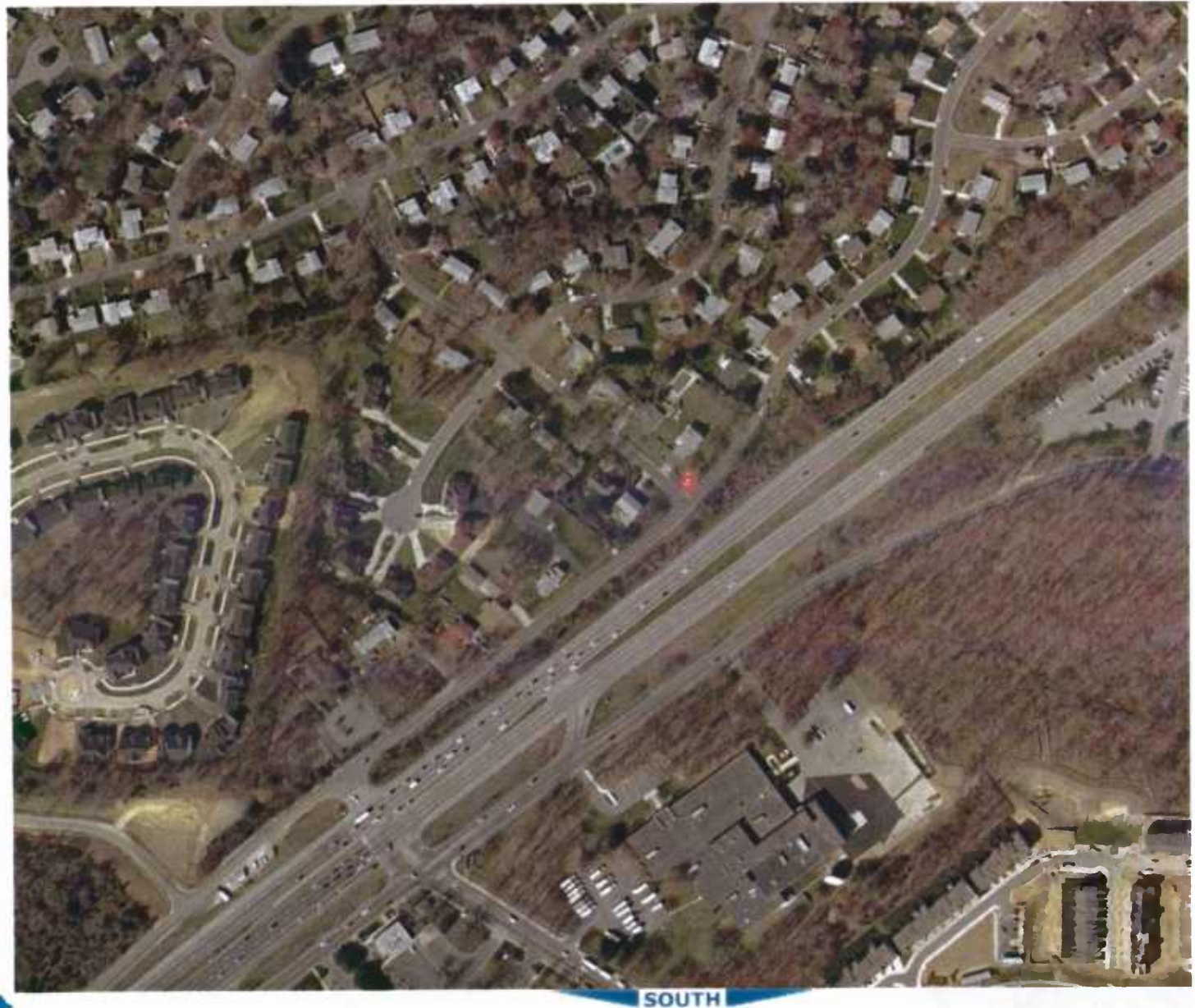


Image courtesy of the U.S. Geological Survey





Maryland Department of Transportation
The Secretary's Office

211

Robert L. Ehrlich, Jr.
Governor

Michael S. Steele
Lt. Governor

Robert L. Flanagan
Secretary

James F. Ports, Jr.
Deputy Secretary

October 13, 2005

The Honorable C.A. Dutch Ruppensberger
Congress of the United States
House of Representatives
Suite 200
375 West Padonia Road
Timonium, Maryland 21093

Dear Congressman Ruppensberger:

Thank you for your letters to State Highway Administrator Neil J. Pedersen and me on behalf of your constituent, Mr. James McD. Hossbach. Mr. Hossbach seeks a sound barrier for the Hunt Ridge community, which lies along southbound I-83, to the south of Timonium Road, in Baltimore County. I appreciate the opportunity to respond regarding Mr. Hossbach's concerns.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. If such a project were planned for this segment of I-83, we would analyze the impact of the proposed improvements on projected future noise levels. We would, specifically, determine whether future highway noise levels will equal or exceed the impact threshold of sixty six decibels. If so, then we would also determine whether the highway noise would be at least three decibels higher than it would have been, if the highway were not improved. A three-decibel increase is required because the human ear only begins to discern a change in noise levels if the change is between three and five decibels. The homes that would be impacted by any such increase in highway noise would also have to predate the approval of the highway improvements. If these conditions were met, we would then determine whether we could build a barrier that would reduce the excess noise. At this time, however, we have no plans to improve this portion of I-83 that would warrant a Type I sound barrier evaluation.

When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—communities may be considered for our "Type II," or "retrofit," sound barrier program. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway-development process. A number of criteria must be met for a Type II barrier to be approved. First, the county in which the community is located must have an ordinance that addresses the impact of highway traffic noise on new residential development. In addition, the highway in question must be a controlled-access highway (one with interchanges rather than at-grade intersections). If both of these conditions exist, then all of the following technical criteria must also be met: the majority of impacted homes must predate the highway; existing noise levels must equal or exceed the sixty-six-decibel impact threshold; and it must be possible to build an effective barrier for \$50,000 or less per benefited home. If all of these criteria are met, the county must then agree to fund twenty percent of the barrier cost.

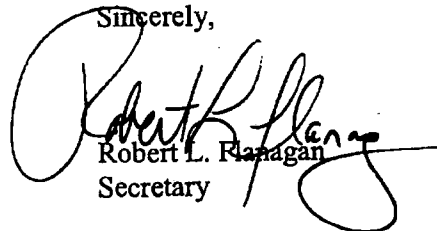
My telephone number is 410-865-1000
Toll Free Number 1-888-713-1414 TTY User Call Via MD Relay
7201 Corporate Center Drive, Hanover, Maryland 21076

The Honorable C.A. Dutch Ruppersberger
Page Two

The State Highway Administration (SHA) has evaluated the Hunt Ridge community's eligibility for our Type II sound barrier program as outlined above. The investigation determined that the majority of the homes in the Hunt Ridge community were built in the mid-1980s, after the 1962 opening of I-83. Based on this information, the Hunt Ridge community is not eligible for our Type II sound barrier program.

Thank you again for your letter. If you have any further questions or comments, please do not hesitate to contact Mr. Charles B. Adams, Director of Environmental Design, SHA at 410-545-8640, toll-free 800-446-5962 or via email at cadams@sha.state.md.us. SHA will be pleased to assist you. Of course, you should never hesitate to contact me directly.

Sincerely,



Robert L. Flanagan
Secretary

cc: Mr. Charles B. Adams, Director of Environmental Design, SHA
Mr. James McD. Hossbach
Mr. Neil J. Pedersen, Administrator, SHA

The Honorable C.A. Dutch Ruppertsberger
Page Three

bcc: Ms. Missy Cassidy, Director of Policy and Governmental Affairs, MDOT
Ms. Valerie Burnette Edgar, Director of Communications, SHA
James Hade, RLA, Noise Abatement Team Leader, SHA
Mr. David J. Malkowski, District Engineer, SHA
Ms. Nanette M. Schieke, State Legislative Officer, MDOT
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, SHA
Mr. Douglas H. Simmons, Deputy Administrator for Planning and Engineering, SHA

Serial #: WCS 21485

OED Serial#: None

Noise Customer #: 1291 (Mr. James McD. Hossbach)

Responding to letter dated: Follow-up to 09-29-2005 letter from Con. Ruppertsberger to Sec. Flanagan; Con. Ruppertsberger wrote:

"I am in receipt of correspondence from Mr. James M. Hossbach regarding the construction of sound barriers along I-83.

"Since this issue falls under the jurisdiction of the Maryland Department of Transportation and the Maryland State Highway Administration, I am forwarding this correspondence to your office for further review.

"Thank you for your consideration of this matter."

Mr. Hossbach wrote to Con. Ruppertsberger on 09-12-2005:

"I have a problem which I hope you can resolve for us. This is a piece of Sound Barrier wall that we need erected behind our house & 9 other homes in the Hunt Ridge Development, along I-83. This has been going on for 20 + years, and now there is a wall built on both sides of our development where it abuts I-83.

"Please help get this problem resolved for us. I know that our neighbors and we will be ever grateful.

"I am enclosing copies of the letters we have mailed in order to give you a history of the problem."

Mr. Hossbach signed his letter to Con. Ruppertsberger as the Past Potentate of the Boumi Shrine

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N:\OED\NOISE\CORRESP\2005\RUPPERSBERGER01.doc

C.A. DUTCH RUPPERSBERGER
2ND DISTRICT, MARYLAND

**PERMANENT SELECT COMMITTEE
ON INTELLIGENCE**
SUBCOMMITTEES:
TERRORISM, HUMAN INTELLIGENCE, ANALYSIS,
AND COUNTERINTELLIGENCE
TECHNICAL AND TACTICAL INTELLIGENCE
OVERSIGHT

GOVERNMENT REFORM COMMITTEE
SUBCOMMITTEES:
CRIMINAL JUSTICE, DRUG POLICY, AND
HUMAN RESOURCES
NATIONAL SECURITY, EMERGING THREATS,
AND INTERNATIONAL RELATIONS

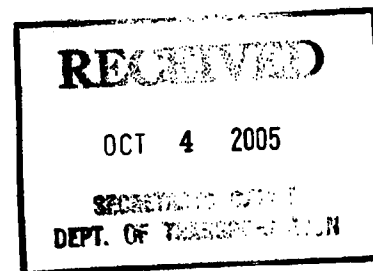
Congress of the United States
House of Representatives
Washington, DC 20515-2002

☐ **REPLY TO:**
1630 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-3081
FAX: (202) 225-3094

☒ **THE ATRIUM**
375 WEST PADONIA ROAD, SUITE 200
TIMONUM, MD 21093
(410) 628-2701
FAX: (410) 628-2708
www.dutch.house.gov

September 29, 2005

The Honorable Robert L. Flanagan
Secretary
Maryland Department of Transportation
7201 Corporate Center
Hanover, Maryland 21076



Dear Secretary Flanagan:

I am in receipt of correspondence from Mr. James M. Hossbach regarding the construction of sound barriers along Interstate 83.

Since this issue falls under the jurisdiction of the Maryland Department of Transportation and the Maryland State Highway Administration, I am forwarding this correspondence to your office for further review.

Thank you for your consideration of this matter.

Sincerely,

C.A. Dutch Ruppersberger

C.A. Dutch Ruppersberger
Member of Congress

CADR:wc
Enclosures
c: Mr. James M. Hossbach



September 12, 2005

10 Hunters Court
Lutherville, MD 21093

Senator Dutch Ruppersberger
375 W. Padonia Road
Suite 200
Timonium, MD 21093

Dear Dutch,

I have a problem which I hope you can resolve for us. This is a piece of Sound Barrier wall that we need erected behind our house & 9 other homes in the Hunt Ridge Development, along I-83. This has been going on for 20 + years, and now there is a wall built on both sides of our development where it abuts I-83.

Please help get this problem resolved for us. I know that our neighbors and we will be ever grateful.

I am enclosing copies of the letters we have mailed in order to give you a history of the problem.

Yours in the Faith,



James McD. Hossbach
Past Potentate, Boumi Shrine

enclosure

216

Correspondence Details**Case ID: 21485 Ruppertsberger, C.A. Dutch**

Case ID: 21485
Constituent: Ruppertsberger, C.A. Dutch
Address: 1630 Longworth House Office Building
Washington, DC 20515
Document Date: 09/29/2005
Bar Code: 00021825
Corr. Type: In
Confidential: No
Subject: SHA-Sound Barriers
Stand on issue: Neither
How corr. was received: US Postal Mail
Tone of letter: Neither
Current Owner: Helene, Irene
Date Assigned: 10/04/2005
Deadline Date: 10/11/2005
Date Closed:
Respond On Behalf Of: Prepare Response For Secretary's Signature
External Code:
Comments: Writes regarding his constituent, Mr. James M. Hossbach, and his desire for sound barr

817

Route Assignments**Case ID: 21485 Ruppertsberger, C.A. Dutch**

Status ▾	Route Address ▾	Role ▾	Action ▾
Past	SHA	Correspondence Manager	View
Current	Irene Heline	Response Drafter	Profile
• due in administrator's office on 10 07 05			
Future	Penny Johnson	Correspondence Manager	Profile
Future	Claire DeBakey	Response Reviewer	Profile
Future	Penny Johnson	Correspondence Manager	Profile
Future	TSO	Correspondence Manager	Review
Future	TSO	Signature	Close

218

S



219

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

October 13, 2005

The Honorable Sandra B. Schrader
The Senate of Maryland
322 James Senate Office Building
110 College Avenue
Annapolis MD 21401-1991

Dear Senator Schrader:

Sandy

This is a follow-up to your recent letter to Mr. Charles B. Adams, our Director of Environmental Design, regarding a sound barrier along southbound I-95 from the ramp from eastbound MD 216 to south of Stansfield Road in Howard County. I appreciate your interest in this very important issue.

Your observation regarding the development of the Cardinal Forest community is correct. The community was developed after the opening of I-95 and, therefore, is not eligible for consideration in our Type II sound barrier program.

Noise reflecting from the single sound barrier for the High Ridge community (much south of the Cardinal Forest community and across I-95) would not contribute perceptibly to the overall level of highway traffic noise being experienced in the Cardinal Forest community. For a change in noise level to be perceived by the human ear, noise increases (or decreases) must be at least three decibels, which corresponds to the doubling or halving of the total sound energy. Because sound (or noise) is energy, it diminishes over distance. The sound waves that travel to the barrier reflect and then travel back across the highway to a home or other receptor are significantly reduced in intensity when compared to the sound that emanates directly from the highway. These less-intense, reflected sound waves contribute very little to the overall level of noise attributable to the highway traffic. Industry experience and research has shown that the maximum contribution of reflected noise in these types of situations is limited to approximately one decibel, or less. With the very wide median, which also contains a noise interrupting earth mound, or berm, between the north and southbound lanes of I-95 (100-175 feet), the reflected noise component, particularly from the southbound lanes, would be greatly diminished. Therefore, the potential for reflected noise contributes imperceptibly to the overall level of noise from I-95 affecting the Cardinal Forest community, the closer homes of which are some distance to the north of the terminus of the existing barrier on the northbound side of the highway.

My telephone number/toll-free number is 410-545-0400 or 1-800-206-0770
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410.545.0300 • www.marylandroads.com

The Honorable Sandra B. Schrader
Page Two

You may be interested to know, however, that the Dumhart Road community, along southbound I-95 between the highway and the southern portion of the Cardinal Forest community, has requested to be considered for a Type II sound barrier. The State Highway Administration (SHA) has found that it appears that a majority of homes along Dumhart Road predate the construction of I-95 and have initiated the first step in an evaluation of the community for a Type II barrier.

As a result of the expense involved in completing a thorough evaluation, in the Spring of 2004 we mailed out a letter, a copy of which is enclosed, explaining the process along with vote cards to those homes that are adjacent to the highway. To date, we have not received enough vote cards back to determine that there is a real interest in the community for an analysis. Our Noise Team staff has contacted the Dumhart Road community residents who did not return their ballots and has sent out duplicate ballots to several of these residents. When the community reaches the 75 percent concurrence, we will be happy to provide the results of that evaluation to you as well as the reportable milestones as they are reached.

Thank you for your letter to Mr. Adams and your continuing interest in the State's Sound Barrier Program. If you have additional questions or concerns, please do not hesitate to contact Mr. Adams at 410-545-8640, toll-free 800-446-5962 or via email at cadams@sha.state.md.us. SHA will be pleased to assist you. Of course, you should never hesitate to contact me directly.

Sincerely,

Neil J. Pedersen

Neil J. Pedersen
Administrator

Enclosure

cc: Mr. Charles B. Adams, Director, Office of Environmental Design, SHA

The Honorable Sandra B. Schrader
Page Three

bcc: Ms. Valerie Burnette Edgar, Director of Communications, SHA
Mr. David J. Coyne, District Engineer, SHA
James D. Hade, RLA, Noise Abatement Team Leader, SHA
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of
Transportation
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, SHA
Ms. Debbie Seibert, Special Assistant to the Administrator, SHA
Mr. Douglas H. Simmons, Deputy Administrator for Planning and Engineering, SHA
Ms. Linda I. Singer, Legislative Manager, SHA

Serial #: None

OED Serial#: None

Noise Customer #: 1170; 1965; 2570; 2807

Responding to letter dated: Follow-up to 09-29-2005 letter from Sen. Schrader to Mr. Charles B. Adams; Sen. Schrader wrote:

"I am writing to you on behalf of my constituents who live on the west side of I95 in the Cardinal Forest neighborhood of Laurel.

"Sound barriers were erected several years ago on the east side of I95, but, as you know, the west side was developed after I95 was constructed and, therefore, did not qualify for sound barriers.

"I am requesting that you re-visit the sound barrier issue for the west side of the interstate. Traffic has increased considerably and the noise levels are compounded by the sound being deflected by the barriers on the other side of the road. Could you tell me, please, if conditions or criteria have changed in a way that would qualify this area for sound barriers?

Thank you so very much for considering my request. I appreciate your time and attention to this matter and look forward to hearing from you."

Saved: 10/04/05 10:12 AM by: T.E. Severe
N:\OED\NOISE\CORRESP\2005\SCHRADERSB01.doc

Enclosure:

One copy of merge letter to the Dumhart Road community dated 03-02-2004 explaining the process and included a sample copy of the ballot and the list of recipients (29)



278

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

March 2, 2004

«Title» «FirstName» «LastName» «Suffix»
«MailAddress» Address

Dear «Title» «LastName»:

RE: Property at «HouseNo» «PremiseAddress»

The State Highway Administration (SHA) has received a request to investigate the Dumhart Road community, located along southbound I-95 from the ramp from eastbound MD 216 to just south of Stansfield Road, in Howard County. I appreciate the opportunity to provide the following information.

The State Highway Administration (SHA) considers the need for sound barriers in two circumstances, designated "Type I" and "Type II." In "Type I" situations, barriers are considered when a new highway is being built or an existing highway is being expanded. When a highway already exists and is *not* being expanded—so that Type I criteria do not apply—a community that predates the original highway may be considered for our "Type II," or "retrofit," sound barrier program. The intent of the Type II program is to address areas of noise impact along highways that were built before environmental analyses became a part of the highway development process. All of the following technical criteria must be met for a Type II barrier to be approved: the majority of impacted homes must predate the highway; existing noise levels must equal or exceed the 66-decibel impact threshold; and an effective barrier must be able to be built for \$50,000 or less per benefited home. If these criteria are met, the county in which the community is located must have an ordinance that addresses the impact of highway traffic noise on new residential development, and the county must agree to fund 20 percent of the barrier cost.

The State Highway Administration has determined that the homes along Dumhart Road and on Stansfield Road nearest southbound I-95 meet the date criterion for consideration for a Type II sound barrier as outlined above. Because of the time and cost involved in an analysis, our next step is to determine the community's concurrence to proceed with a noise study from at least 75 percent of the pre-dating homeowners that are the most likely impacted by highway traffic noise. Enclosed is a printed, postage-prepaid ballot that asks for your signature and your choice of "Yes" or "No" for performing the study. If two names are indicated on the ballot, the selection should be made and both signatures be written. Please indicate your choice, sign the card, fold it in half with the return address to the outside, seal it with several pieces of tape and return it to SHA by April 15, 2004. Please do not use double-stick tape.

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410.545.0300 • www.marylandroads.com

«Title» «FirstName» «LastName»«Suffix»
Page Two

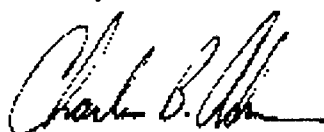
If we receive the 75 percent concurrence from the pre-dating homeowners to move forward with a noise study of the Dumhart Road community, the study will be conducted in four parts:

1. The first part being the noise study where the noise measurements will be taken and we anticipate being able to provide results of the noise study by the end of August 2004;
2. The second is computer noise modeling where, using data from the noise study, the noise model is "built" and calibrated;
3. The third would be barrier modeling where we perform analyses with the noise model to determine the most efficient and cost-effective barrier design;
4. The fourth would consist of a feasibility analysis and construction estimate where we investigate whether the barrier can be built for \$50,000 or less per benefited home and environmental constraints with minimal utility impacts. If it is determined that the ~~Ardwick~~ community is impacted by highway traffic noise levels of 66-decibels or higher, we would anticipate being able to provide results of the feasibility study by the Spring of 2005.

However, we need to share, given the current fiscal challenges facing the State, should the results of this barrier analysis indicate that an effective barrier could be built for a reasonable cost for the Dumhart Road community, there would be no State funds available for any new Type II sound barriers state-wide through Fiscal Year 2009. When funding for Type II sound barriers becomes available, Howard County would need to agree to fund 20 percent of the sound barrier's cost, as indicated above, before the State could consider funding the sound barrier for the Dumhart Road community.

Thank you for participating in this balloting process for the Dumhart Road community. If you have any questions or concerns, please do not hesitate to contact Ms. Nicole Ross, of our staff, at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. She will be happy to assist you.

Sincerely,



Charles B. Adams
Director
Office of Environmental Design

Enclosure

cc: Mr. Robert L. Fisher, District Engineer, State Highway Administration
The Honorable Christopher Merdon, Member, Howard County Council
The Honorable Shane E. Pendergrass, Member, Maryland House of Delegates
The Honorable Neil F. Quinter, Member, Maryland House of Delegates
Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
The Honorable Sandra B. Schrader, Member, Senate of Maryland
The Honorable Frank S. Turner, Member, Maryland House of Delegates

«Title» «FirstName» «LastName»«Suffix»

Page Three

bcc: James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
 Ms. Nicole Ross, Special Assistant to the Director, Office of Environmental Design, State Highway Administration
 Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of Transportation
 Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: «Cust»

Responding to letter dated: Follow-up to 02-11-2004 letter from Sen. Schrader to Mr. Charles Adams:

"I have heard recently from residents who live in The Forest neighborhood in the Laurel area of Howard County. This is an established neighborhood that has experienced a decline in its quality of life because of the increased noise from I-95.

"Sound barriers erected on the North side of I-95 deflect traffic noise back to the South side where there are no barriers. While the residents on the North side are enjoying benefits of sound barriers, the residents on the South side are suffering from even more noise than before barrier construction began.

"I am requesting that a noise abatement study be done in this neighborhood and that sound barrier construction be seriously considered.

"Thank you for your attention to this important matter."

The Forest and Cardinal Forest communities fail for date for Type II barrier consideration, however, the majority of homes along Dumhart Road (between I-95 and The Forest community) meet the Type II date criterion; noise study being proposed for Dumhart Road if 75% of property owners indicate that they are in favor of noise study by completing and returning a provided, postage pre-paid ballot.

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N:\OED\NOISE\CORRESP\2004\DUMHARTRD01M.doc

Enclosure:

Postage pre-paid, pre-addressed ballot to indicate "yes" of "no" for the performance of a noise study for the Dumhart Road community

RESIDENTIAL VOTING CARD FOR THE
DUMHART ROAD COMMUNITY
ALONG SOUTHBOUND I-95 FROM THE RAMP FROM EASTBOUND MD 216 TO
JUST SOUTH OF STANSFIELD ROAD
HOWARD COUNTY

Before the State Highway Administration can proceed with a highway traffic noise study for the Dumhart Road community, we need to verify that 75 percent of the pre-dating potentially impacted homeowners are in favor of performing the analysis. Your home is in the study area. We ask that you signify your vote for or against performing the highway traffic noise study as indicated below. If you have any questions, please contact Ms. Nicole Ross at 410-545-8616 or 1-800-446-5962 or, by e-mail, at nross@sha.state.md.us. Thank you.

All responses will be kept confidential.

Please check the option and sign your name(s) at the bottom. Fold the ballot in half with the return address to the outside, secure it with tape and mail it back. Postage is pre-paid. **PLEASE RETURN THIS BALLOT BY APRIL 15, 2004.**

☐ Yes, I/we are in favor of the performance of a highway traffic noise study. I/we understand that if, as a result of the study, the Dumhart Road community is found eligible for a sound barrier, funding for a barrier may not become available until after 2009.

☐ No, I/we are not in favor of the performance of a highway traffic noise study.

Signature

Signature

«Title» «FirstName» «LastName»

RE: Property at «HouseNo»«PremiseAddress»

MARCH 2, 2004

Title	FirstName	LastName	Suffix	Cust	MailAddress	HouseNo	PremiseAddress	Imp	Phone
Mr.	Robert	Venable			9001 Dumhart Road Laurel MD 20723-1212	9001	Dumhart Road, Laurel MD 20723-1212		
Mr. and Mrs.	Elger J.	Huber			9002 Dumhart Road Laurel MD 20723-1200	9002	Dumhart Road, Laurel MD 20723-1200		301-725-4580
Mr. and Mrs.	John R.	Randrian			9005 Dumhart Road Laurel MD 20723-1212	9005	Dumhart Road, Laurel MD 20723-1212		
Mr. and Mrs.	Gregory Wayne C.	Capuyan			9009 Dumhart Road Laurel MD 20723-1212	9009	Dumhart Road, Laurel MD 20723-1212		301-483-6377
Mr. and Mrs.	Wayne F.	Selleck			9012 Dumhart Road Laurel MD 20723-1200	9012	Dumhart Road, Laurel MD 20723-1200		
Mr. and Mrs.	Richard L.	Phillips			9019 Dumhart Road Laurel MD 20723-1212	9019	Dumhart Road, Laurel MD 20723-1212		410-792-0282 301-362-5838
Mr. and Mrs.	Kenneth C.	Huber			9027 Dumhart Road Laurel MD 20723-1212	9027	Dumhart Road, Laurel MD 20723-1212		301-483-9957
Mr. Ms.	Edward A. Annette B.	Brown Mellor	, Jr.		9030 Dumhart Road Laurel MD 20723-1200	9030	Dumhart Road, Laurel MD 20723-1200		301-604-8194
Mr.	Frank L.	Giddings	, Sr.		9031 Dumhart Road Laurel MD 20723-1212	9031	Dumhart Road, Laurel MD 20723-1212		301-498-1309
Mr. and Mrs.	Allen W.	Miles			9033 Dumhart Road Laurel MD 20723-1212	9033	Dumhart Road, Laurel MD 20723-1212		
Mr. and Mrs.	William H.	Wood	, III		9034 Dumhart Road Laurel MD 20723-1200	9034	Dumhart Road, Laurel MD 20723-1200		301-490-6604
Mr. and Mrs.	Brian	Little			9038 Dumhart Road Laurel MD 20723-1200	9038	Dumhart Road, Laurel MD 20723-1200		301-490-6764
Ms.	Rosa Lee	Huber			9039 Dumhart Road Laurel MD 20723-1212	9039	Dumhart Road, Laurel MD 20723-1212		
Ms.	Catherine N.	Tolbert			9040 Dumhart Road Laurel MD 20723-1200	9040	Dumhart Road, Laurel MD 20723-1200		240-568-9836
Mr.	Paige A.	See	, Jr.		9042 Dumhart Road Laurel MD 20723-1200	9042	Dumhart Road, Laurel MD 20723-1200		
Mr. and Mrs.	Frank L.	Giddings			9045 Dumhart Road Laurel MD 20723-1212	9045	Dumhart Road, Laurel MD 20723-1212		
Mr. and Mrs.	Richard C.	Adams			9046 Dumhart Road Laurel MD 20723-1200	9046	Dumhart Road, Laurel MD 20723-1200		301-362-5896
Mr. and Mrs.	Ronald W.	Jacoby			9050 Dumhart Road Laurel MD 20723-1200	9050	Dumhart Road, Laurel MD 20723-1200		
Mr. and Mrs.	Thomas E.	Ferguson			9051 Dumhart Road	9051	Dumhart Road, Laurel MD		301-617-0738

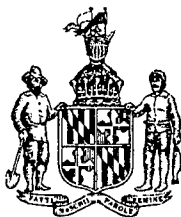
				Laurel MD 20723-1212		20723-1212		410-792-9030
Mr. and Mrs.	James A.	Horn		9055 Dumhart Road Laurel MD 20723-1212	9055	Dumhart Road, Laurel MD 20723-1212		410-792-4948
Mr. and Mrs.	William A.	Fincham		9061 Dumhart Road Laurel MD 20723-1212	9061	Dumhart Road, Laurel MD 20723-1212		301-725-6511
Mr. and Mrs.	Francis L.	Wheeler		9075 Dumhart Road Laurel MD 20723-1212	9075	Dumhart Road, Laurel MD 20723-1212		301-725-1070
Mr. and Mrs.	Wayne L.	Lusk		9079 Dumhart Road Laurel MD 20723-1212	9079	Dumhart Road, Laurel MD 20723-1212		301-490-1747
Mr. Ms.	Robert N. Christine V.	Giddings Clark		9081 Dumhart Road Laurel MD 20723-1212	9081	Dumhart Road, Laurel MD 20723-1212		301-498-2669
Mr.	Mark J.	Saylor		10270 Stansfield Road Laurel MD 20723-1114	10270	Stansfield Road, Laurel MD 20723-1114		301-483-0048
Mr. and Mrs.	Charles C.	Lee		10281 Stansfield Road Laurel MD 20723-1276	10281	Stansfield Road, Laurel MD 20723-1276		301-725-0006
Mr. and Mrs.	William	Seifarth		10285 Stansfield Road Laurel MD 20723-1276	10285	Stansfield Road, Laurel MD 20723-1276		301-725-3632
Mr.	Vernon L.	Lishear		10289 Stansfield Road Laurel MD 20723-1276	10289	Stansfield Road, Laurel MD 20723-1276		301-725-0170
Mr. and Mrs.	Claude A.	Dent		10295 Stansfield Road Laurel MD 20723-1276	10295	Stansfield Road, Laurel MD 20723-1276		301-497-6437

SANDRA B. SCHRADER
13th Legislative District
Howard County

Budget and Taxation Committee

Subcommittees:
Health and Human Services
Pensions

Joint Committees
AELR
Governor's Commission on Quality
Education in Maryland
Pensions
Legislative Ethics
Senate Co-Chair - Protocol Committee
Federal Relations



The Senate of Maryland
ANNAPOLIS, MARYLAND 21401-1991

228

Annapolis Office
322 James Senate Office Building
Annapolis, Maryland 21401-1991
410-841-3572 · 301-858-3572
1-800-492-7122 Ext. 3572
Fax 410-841-3455 · 301-858-3455
E-Mail Sandra_Schrader@senate.state.md.us

Home
9433 Sunfall Court
Columbia, Maryland 21046
301-490-8217

State Planning Commission for
Postsecondary Education
Health Care Delivery and Financing
Statewide Commission on the
Crisis in Nursing
Oversight Committee on the Quality
of Care in Nursing Homes

September 29, 2005

Mr. Charles Adams
Director
Office of Environmental Design
State Highway Administration
707 N. Calvert Street, Room C-303
Baltimore, Maryland 21202

Dear Mr. Adams:

I am writing to you on behalf of my constituents who live on the west side of I95 in the Cardinal Forest neighborhood of Laurel.

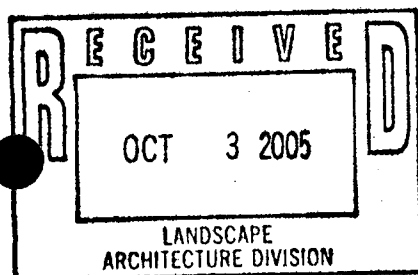
Sound barriers were erected several years ago on the east side of I95, but, as you know, the west side was developed after I95 was constructed and, therefore, did not qualify for sound barriers.

I am requesting that you re-visit the sound barrier issue for the west side of the interstate. Traffic has increased considerably and the noise levels are compounded by sound being deflected by the barriers on the other side of the road. Could you tell me, please, if conditions or criteria have changed in a way that would qualify this area for sound barriers?

Thank you so very much for considering my request. I appreciate your time and attention to this matter and look forward to hearing from you.

Sincerely,

Sandra B. Schrader



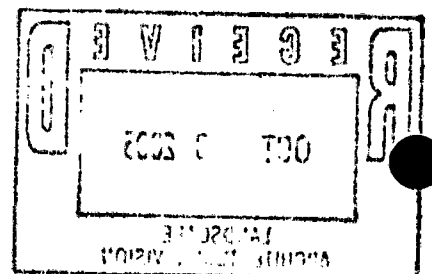
EXCELLENCE

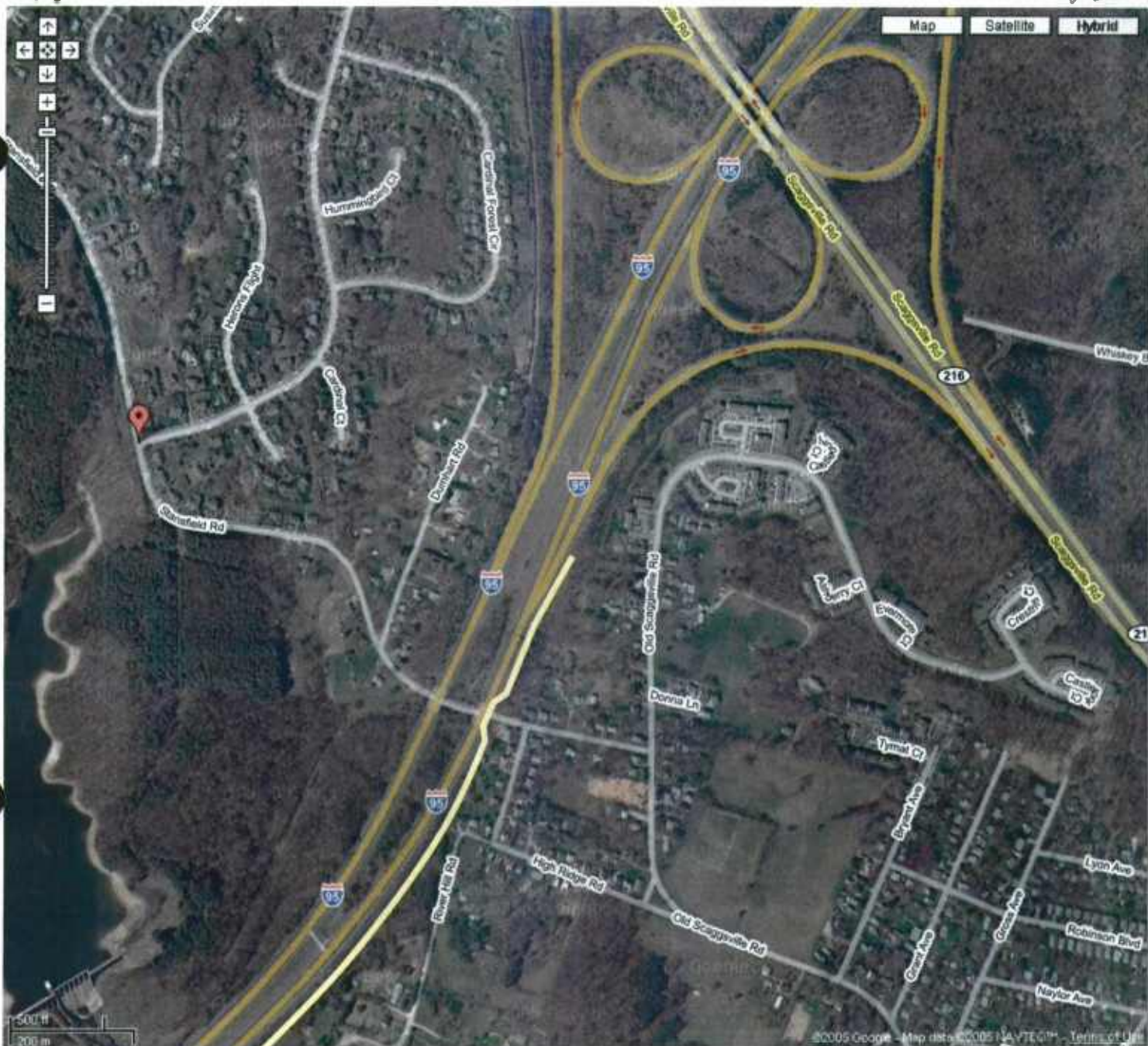
Noise Team

FYI -

Irene

*Many times the difference between failure
and success is doing something nearly right...
or doing it exactly right.*





Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*



Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

October 12, 2005

The Honorable James T. Smith, Jr.
Baltimore County Executive
400 Washington Avenue
Towson, Maryland 21204-4606

Dear County Executive Smith: Jim

Thank you for your letter regarding the sound barrier project for the Relay community, along I-195, in Baltimore County. I appreciate the opportunity to respond and apologize for my delay in doing so.

The County's commitment to secure funding for the communities in Relay along I-195 is appreciated. We are currently evaluating funding needs, in light of commitments from a number of counties with communities that are eligible for the Type II, or retrofit, Sound Barrier Program. We will be pleased to keep you informed as we move through the funding-allocation process in the development of the Consolidated Transportation Plan. At this time, however, no funds are available for new projects through FY 2011.

Thank you again for your letter. If you have any questions or concerns, please do not hesitate to contact Mr. Charles B. Adams, our Director of Environmental Design, at 410-545-8640 or, by email, at cadams@sha.state.md.us. He will be happy to assist you. Of course, you should never hesitate to contact me directly, if you prefer.

Sincerely,

Neil J. Pedersen
Administrator

cc: Mr. Charles B. Adams, Director of Environmental Design, SHA
Mr. Edward C. Adams, Director, Baltimore County Department of Public Works
The Honorable Steven J. DeBoy, Sr., Member, Maryland House of Delegates
The Honorable Edward J. Kasemeyer, Member, Senate of Maryland
Mr. David J. Malkowski, District Engineer, SHA
The Honorable James E. Malone, Jr., Member, Maryland House of Delegates
The Honorable Stephen G. Samuel Moxley, Member, Baltimore County Council

My telephone number/toll-free number is 410-545-0400 or 1-800-206-0770
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410.545.0300 • www.marylandroads.com

The Honorable James T. Smith, Jr.
Page Two

bcc: Ms. Valerie Burnette Edgar, Director of Communications, SHA (w/incoming)
James D. Hade, RLA, Noise Abatement Team Leader, SHA
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, SHA
Ms. Nanette Schieke, State Legislative Officer, MDOT
Ms. Linda Singer, Community Liaison, SHA

Serial #: 05Sep18

OED Serial#: None

Noise Customer #:

Responding to letter dated: Follow-up to 08-23-2005 letter from SHA Administrator Pedersen to BA Co Exec. Smith listing the Type II eligible sound barrier projects in the County that are now funded; County Executive Smith wrote:

"I very much appreciate your letter dated August 23, 2005 to update my office on the current status of the Type II sound barrier projects for Baltimore County. As you are aware from our recent meeting with Secretary Flanagan last week in Ocean City this is a matter of critical importance to the citizens of the affected areas in my County.

"I am certainly very pleased with the State Highway Administration's (SHA) decision to proceed with the Woodholme Avenue, Priceville, Oriole Avenue, Chesaco Avenue, and Greenlawn/Windsor Park projects, and look forward to jointly announcing these projects. As you are acutely aware the outstanding issue relate to the Relay project along I-95 is one that our community leaders along with elected officials both at the county and state level continue to bring forward to my attention with the desire of funding this project.

"In your letter, you reference the deferral of funding for the Relay project "because the County's commitment will not cover the County's share of the cost of that project." I would like to assure you, at the urging of both Senator Kasemeyer, Delegates Malone and Deboy, along with Councilman Moxley, that once additional State funding for the Type II sound barriers is budgeted, I will work with Councilman Moxley to secure the necessary county dollars for this project. With the funding of Relay, this entire barrier program will be completed and all Baltimore County commitments satisfied.

"Again, I am extremely appreciative of the hard work and cooperative effort between SHA and Baltimore County Department of Public Works to move these projects forward. I appreciate your consideration for the remaining funded projects and look forward to our joint announcement of the funded projects. Please have your public information officer contact Don Mohler (410-887-2470), Director of Communications, to schedule any public announcement."

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James T. Smith, Jr.
Baltimore County Executive

Executive Office
 400 Washington Avenue, Towson, Maryland 21204
 Tel: 410-887-2450 • Fax: 410-887-4049



Baltimore County

*One of the Best-Managed
 Counties in America*

August 25, 2005

Neil J. Pedersen, Administrator
 State Highway Administration
 707 North Calvert Street
 Baltimore, Maryland 21202

Dear Mr. Pedersen:

I very much appreciate your letter dated August 23, 2005 to update my office on the current status of the Type II sound barrier projects for Baltimore County. As you are aware from our recent meeting with Secretary Flanagan last week in Ocean City this is a matter of critical importance to the citizens of the affected areas in my County.

I am certainly very pleased with the State Highway Administration's (SHA) decision to proceed with the Woodholme Avenue, Priceville, Oriole Avenue, Chesaco Avenue, and Greenlawn/Windsor Park projects, and look forward to jointly announcing these projects. As you are acutely aware the outstanding issue related to the Relay project along I-95 is one that our community leaders along with elected officials both at the county and state level continue to bring forward to my attention with the desire of funding this project.

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Again, I am extremely appreciative of the hard work and cooperative effort between SHA and Baltimore County Department of Public Works to move these projects forward. I appreciate your consideration for the remaining funded projects and look forward to our joint announcement of the funded projects. Please have your public information officer contact Don Mohler (410-887-2470), Director of Communication, to schedule any public announcement.

Sincerely,

James T. Smith, Jr.
 County Executive

- C: Senator Ed Kasemeyer
 Delegate James Malone
 Delegate Steve DeBoy
 Councilman Sam Moxley
 Ed Adams - Baltimore County DPW

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*



Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

August 23, 2005

The Honorable James T. Smith, Jr.
Baltimore County Executive
400 Washington Avenue
Towson, Maryland 21204-4606

Dear County Executive Smith: Jim

This letter is intended to update you on funding for Type II sound barrier projects in Baltimore County. I appreciate the opportunity to provide you with the latest information on these projects.

Through its Sound Barrier Program, the State Highway Administration (SHA) brings needed relief from highway noise to qualifying communities, and we are pleased to have been able to do so for a number of communities in Baltimore County. With the December 6, 2004 letter from Mr. Edward Adams, Jr. that recommitted Baltimore County's financial participation in this program, we are recommending that four projects, containing five sound barriers, be funded in the 2006-2011 Consolidated Transportation Program (CTP). These are: (1) I-695 at Woodholme Avenue; (2) I-83 at Belfast Road for the Priceville community; (3) I-695 south of Windsor Mill Road for the Greenlawn/Windsor Park community; and (4) I-695 for the Oriole Avenue and Chesaco Avenue communities. We anticipate being able to begin construction on the first of these projects in November, 2006.

The SHA is currently requiring local jurisdictions to cover 20 percent of the cost of engineering and construction. Since we originally provided estimates for these barriers several years ago, costs have continued to increase. This reflects the increase in cost of highway construction during the intervening period. New estimates, in CY 2005 dollars, are shown on the enclosed table and account for these increases. We believe that the County's share, of the revised engineering and construction costs for the four projects that we have proposed, still fits within the County's allocation with a comfortable margin.

Two projects (containing five barriers) are not proposed for funding at this time. These are (1) I-695 east of Harford Road, for the Ridge Grove and Woodland Heights communities, and (2) I-195, for the communities of Cedar Heights, Richardson Mews, and Francis Avenue. The SHA had proposed the Ridge Grove/Woodland Heights sound barriers in the original priority list. Because I-695 in that area may be widened in the near future, however, we are recommending that construction of these barriers be deferred, so that they can be built with the widening. We are not proposing the second project, in Relay along I-195, for funding at this time, because the remainder of the County's commitment will not cover the County's share of the cost of that project.

My telephone number/toll-free number is 410-545-0400 or 1-800-206-0770

Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

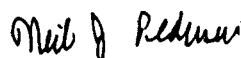
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410.545.0300 • www.marylandroads.com

The Honorable James T. Smith, Jr.
Page Two

It is my hope that these updated estimates, together with the other information contained in this letter, will be helpful to you in planning the cash flow for the County's share of the cost of the four projects listed in paragraph two, above. The enclosed chart also indicates tentative advertisement dates for each of these projects. These four projects, together with those for which we have received commitments from other counties, would use all available funding for Type II sound barriers in the 2006-2011 CTP. I am requesting confirmation of your agreement with the barriers that would be funded and the schedule shown so we can jointly announce the funding of these barriers.

Thank you for your interest in the State's Sound Barrier Program. If you have any additional questions or concerns, please let me know. I have asked Mr. Charles B. Adams, SHA's Director of Environmental Design, to take the lead in coordinating with your staff on this matter. Mr. Adams can be contacted at 410-545-8640, toll-free 800-446-5962 or via email at cadams@sha.state.md.us.

Sincerely,



Neil J. Pedersen
Administrator

Enclosure

cc: The Honorable Robert L. Flanagan, Secretary, MDOT
Mr. Charles B. Adams, Director of Environmental Design, SHA
Mr. David J. Malkowski, District Engineer, SHA

Baltimore County Type II Sound Barrier Projects
August 23, 2005

Highway	Community	Previously Reported Estimated Cost	Previously Reported County Cost Share	Updated Estimated Cost Including Engineering	Updated County Cost Share*	Tentative Advertisement Date
I-695	Woodholme Avenue	\$2.0 million	\$439,000	\$2.23 million	\$509,000	July 2006
I-83	Priceville	\$1.8 million	\$395,000	\$1.96 million	\$448,000	August 2007
MD 695	Oriole Avenue	\$1.5 million	\$329,000	\$1.67 million	\$383,000	October 2007
MD 695	Chesaco Avenue	\$3.8 million	\$835,000	\$3.84 million	\$879,000	October 2007
I-695	Greenlawn/ Windsor Park	\$2.6 million	\$551,000	\$2.53 million	\$579,000	December 2007
	Totals			\$12.23 million	\$2,798,000	
Eligible for Barrier But Not Funded						
I-195	Cedar Heights/ Richardson Mews/ Francis Avenue	\$5.8 million	\$1.27 million	\$ 7.46 million	\$1,707,000	On Hold
Barriers to be included in future widening of I-695 between MD 147 and US 1						
I-695	Ridge Grove/ Woodland Heights	\$6.3 million	\$1.38 million	\$7.08 million	\$1,619,000	Recommended for widening

*Rounded to nearest thousand

The Honorable James T. Smith, Jr.
Page Three

bcc: Ms. Karen Arnold, Environmental Analyst, OPPE, SHA
Ms. Valerie Burnette Edgar, Director of Communications, SHA
Ms. Kellie Gaver, Planning and Capital Programming, MDOT
James D. Hade, RLA, Noise Abatement Team Leader, SHA
Mr. Joseph Kresslein, Assistant Division Chief, Project Planning, Office of Planning and
Preliminary Engineering, SHA
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of
Transportation
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, SHA
Mr. Douglas H. Simmons, Deputy Administrator for Planning and Engineering, SHA
Ms. Linda I. Singer, Legislative Manager, SHA
Ms. Frances Ward, Community Liaison, SHA

Serial #: None

OED Serial#: None

Noise Customer #:

Responding to letter dated:

Saved: 08/23/05 2:03 PM by: JHade

N:\OED\NOISE\CORRESP\2005\SMITHJAjr01.doc

Attachment:

One Copy of table: *Baltimore County Type II Sound Barrier Projects*

238

From: JIM HADE
To: TED SEVERE
Date: 08/15/2005 2:40:49 PM
Subject: Fwd: Jim, we will need drafts of letters to Baltimore County and Howard re sound barrier funding. I woul

Ted:

Please initiate these letters.

Fred:

Please update, and propose reasonable schedules. We will need to submit Forms 42 on all the projects.

Jim

>>> CHARLES ADAMS 08/15/2005 1:24:35 PM >>>

Jim, we will need drafts of letters to Baltimore County and Howard re sound barrier funding. I would like to get these upstairs by Thursday, as I will be out for a few days beginning on Friday. The letters should indicate that the 20% share now includes design costs for both letters. We will have to check the incurred design costs for Atholton and factor that in the total.

Thanks

Charlie

CC: FEisen

139

From: JIM HADE
To: GARY WANTZ
Date: 08/15/2005 2:44:01 PM
Subject: Fwd: Re: Jim, we will need drafts of letters to Baltimore County and Howard re sound barrier funding. I

Gary:

If you could calculate this, it would be most helpful.

Thanks
Jim

James Hade, RLA
Noise Abatement Team Leader
Maryland State Highway Administration
Ph 410-545-8599
Fx 410-209-5003

>>> CHARLES ADAMS 08/15/2005 2:41:19 PM >>>

If we can figure based on the relative length of wall for each and then apportion the PE accordingly, that would be fine.

>>> JIM HADE 08/15/2005 2:38:48 PM >>>

Charlie:

When we began the designs for Atholton Manor, it was together with Guilford Downs, and Allview Estates with the intention of being constructed together. Later on, Howard County backed out of funding. We had recommended that Allview be built as a Type I. When the decision was made to separate the Guilford Downs project out, Atholton was essentially completed, (with Allview being close in effort spent to Guilford Downs, we had spent some time negotiating the water main relocation issue.) We continued charging to the combined PE number for all design efforts, and only adopted a new charge number for Construction.

It would be most difficult to separate the charges for just the Atholton Manor barrier, unless we divide all charges so far by 1/3.

I have asked Gary to request the charges incurred to date on the PE.

What do you recommend for the Howard County letter?

Jim

>>> CHARLES ADAMS 08/15/2005 1:24:35 PM >>>

Jim, we will need drafts of letters to Baltimore County and Howard re sound barrier funding. I would like to get these upstairs by Thursday, as I will be out for a few days beginning on Friday. The letters should indicate that the 20% share now includes design costs for both letters. We will have to check the incurred design costs for Atholton and factor that in the total.

Thanks

Charlie

CC: TED SEVERE

240

T

241

U

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W

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347

Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

November 10, 2005

The Honorable Robert A. Zirkin
Maryland House of Delegates
304 Lowe House Office Building
6 Bladen Street
Annapolis MD 21401-1991

Dear Delegate Zirkin:

The State Highway Administration (SHA) will conduct an informational meeting for the Woodholme Avenue community regarding the sound barrier project along the ramp from southbound Reisterstown Road (MD 140) to southbound I-695 in Baltimore County. The meeting is scheduled for Tuesday, November 15, 2005, from 7 to 9 p.m., in the Woodholme Elementary School, 300 Mount Wilson Lane, Pikesville, Maryland. Before the meeting, displays will be available for viewing from 6:30 to 7 p.m. There will be signs in the building directing you to the meeting location.

The purpose of the meeting is to discuss the proposed sound barrier for the community and to seek concurrence on the construction of the barrier from at least 75 percent of the impacted property owners that would benefit from the barriers. We will distribute vote cards at the meeting to impacted homeowners. Impacted property owners who are eligible to vote are those whose homes experience existing highway noise levels of 66 decibels or greater.

Property owners who are unable to attend this meeting will receive a summary of the meeting and copies of all materials distributed at the meeting approximately seven to ten days following the meeting. Voting cards will also be included for impacted property owners who are unable to attend the meeting.

My telephone number/toll-free number is 410-545-0400 or 1-800-206-0770

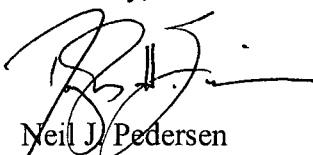
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410.545.0300 • www.marylandroads.com

The Honorable Robert A. Zirkin
Page Two

Your attendance at this meeting would be appreciated. If you have any questions or concerns before the meeting, please do not hesitate to contact Mr. James D. Hade, SHA's Noise Abatement Team Leader of the Office of Environmental Design, at 410-545-8599 or 1-800-446-5962 or, by e-mail, at jhade@sha.state.md.us. Mr. Hade will be pleased to assist you.

Sincerely,


Neil J. Pedersen
Administrator

cc: Mr. Charles B. Adams, Director, Office of Environmental Design, State Highway Administration
James D. Hade, RLA, Noise Abatement Team Leader, State Highway Administration
Mr. David J. Malkowski, District Engineer, State Highway Administration

The Honorable Robert A. Zirkin
Page Three

bcc: Ms. Valerie Burnette Edgar, Director of Communications, State Highway Administration
Mr. Steven L. Kreseski, Chief of Staff, Office of the Governor
Mr. David Marks, Chief of Staff, Maryland Department of Transportation
Mr. Edward Miller, Deputy Chief of Staff, Office of the Governor
Ms. Nicole Tyler, Special Assistant to the Director, Office of Environmental Design,
State Highway Administration
Ms. Nanette M. Schieke, State Legislative Officer, Maryland Department of
Transportation
Mr. T.E. Severe, Administrative Assistant, Noise Abatement Team, State Highway
Administration
Mr. Douglas H. Simmons, Deputy Administrator for Planning and Engineering, State
Highway Administration
Ms. Linda I. Singer, Legislative Manager, State Highway Administration
Ms. Frances Ward, Community Liaison, State Highway Administration

Serial #: None

OED Serial#: None

Noise Customer #: 259 (Mr. Richard Rynd); 1035 (Mr. and Mrs. Edward M. Miller); 1689 (Ms. Dolores King); 2328 (Mr. and Mrs. Randal D. Getz)

Responding to letter dated: Invitation to SHA-hosted community informational meeting scheduled for 11-15-2005 at the Woodholme Elementary School, 300 Mount Wilson Lane, Pikesville, MD

Saved: 10/31/05 10:57 AM by: T.E. Severe

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